

# Manufacturers Record

## Exponent of America



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Baltimore, Md.  
MARCH 10, 1921

## PRESIDENT HARDING'S PLEDGE TO THE NATION

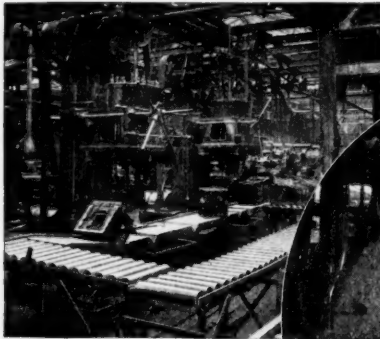
"I have taken the solemn oath of office on that passage of Holy Writ wherein it is asked, 'What doth the Lord require of thee but to do justice and to love mercy and walk humbly with thy God.' This I plight to God and country."

This solemn promise of President Harding in his inaugural address and the tone of reverence and dependence of the nation upon God's guidance which pervaded his whole speech must have touched the heart of every man and woman in this country who has any faith whatever in the overruling hand of Almighty God.

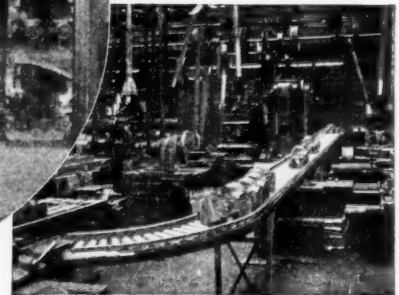
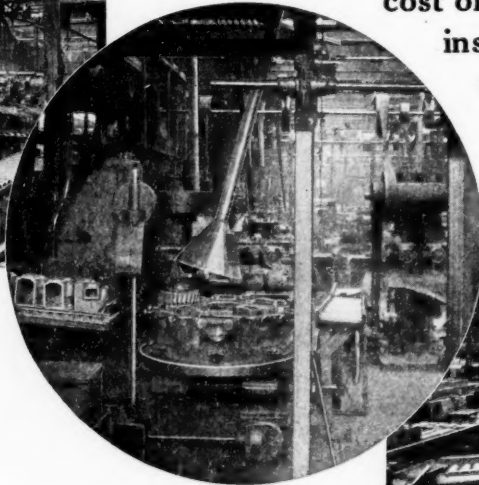
The spirit of reverence, of trust and of faith in God was never so pronounced in the inaugural address of any preceding President.

In this hour of world turmoil, of unrest at home and of dangers abroad, of strikes and riots and bitterness, of a breaking away of many from the old safe moorings of faith in God, it is profoundly significant that he who now holds the foremost place in world affairs humbly professes his trust in God and gathers around him men of like faith, and thus sets an example for all the world to follow.

At the Peace Conference it was said to American ministers then in France that there was no time for prayer for God's guidance in the deliberations of that great gathering, but President Harding takes a different view of such things and he openly plights to God and his country that he will do justice, that he will love mercy and walk humbly with God. For this pledge let all the people give thanks.



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# Manufacturers Record

Exponent of America

MARCH 10, 1921

Volume LXXIX

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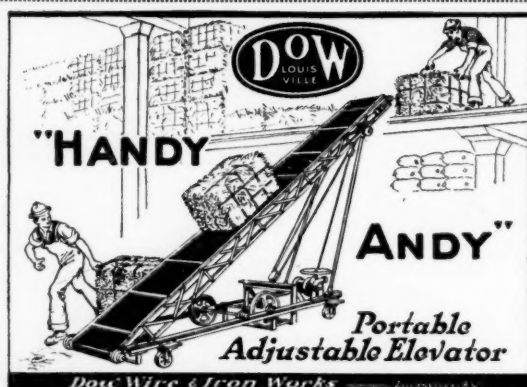
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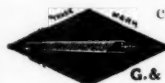
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# Manufacturers Record

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## GERMAN AGENTS REPORTED AS BUYING TEXAS COTTON WITH GERMAN MARKS.

A DISPATCH from Austin, Tex., to the MANUFACTURERS Record says:

"German agents are traveling over Texas making contracts with farmers to exchange their cotton for mark notes. It is alleged that the value of these notes is being misrepresented. According to Charles H. Alvord, agricultural agent of Bexar county, farmers of that county have contracted for the sale of more than 100 bales of cotton to these agents for two 1000-mark notes each. Mr. Alvord charges that in these sales the farmers have been swindled. He also says that there is a State-wide scheme on the part of the German agents to purchase cotton by this method. He cautions the farmers to first satisfy themselves that the notes are genuine, and secondly to learn the exchange rate of the mark. The fact that there is an enormous supply of cotton still in the hands of Texas farmers and that the market conditions at this time are depressed makes it comparatively easy for the perpetrators of the scheme of buying it with German mark notes to conduct their campaign. This is particularly true, it is stated, as to German farmers. The purchases, however, are made of Americans as well as Germans."

Cotton growers and all others should beware of buying German marks at any price, for the moral turpitude of Germany is such that it may never pay an honest debt out of which it can by any manner of means escape.

## PRESIDENT HARDING POINTS THE WAY FOR PROSPERITY.

PRaise for President Harding's superb inaugural address seems almost a waste of words, for every line breathes Americanism, breathes reverence and determination to up-build America and to seek the guidance of Almighty God in all the affairs of this nation.

President Harding in every speech which he has made from the day of his nomination has strengthened the belief of thinking people of this country that no mistake was made. And we believe that if a vote could be taken today that his majority, instead of being 7,000,000, would be vastly greater.

The day after the election a Democratic friend, meeting the writer, asked if the MANUFACTURERS RECORD would accept a political advertisement. When the reply was made, "What is the joke you have in mind?" he said that he wanted to insert an advertisement calling upon all Democrats to come out and vote, for the election had proven that there were either no Democrats in the country or else that they all had stayed at home. Prior to the election he had been an ardent, vigorous upholder of Cox, but he realized that he was in the minority. If his desire could now be carried out and an election held now, there would not be enough Democratic votes to be worth the counting. For every day which has passed since the election has only served to show that the views expressed by Mr. Harding are in accordance with the desires of the nation, while those voiced by Mr. Wilson and his associates are directly contrary to those of the vast majority of American people.

Under Mr. Harding there is to be no surrender of American sovereignty, but there is to be co-operation with the nations of the world. None of them, however, are to have the right to decide definitely what America shall or shall not do.

The nations of the earth are to have **our co-operation, but we are not to have their domination.**

Free trade is no longer to be the rule and ruin of the land, for President Harding pledges himself again to the fulfillment of his promises to the American people, to farmers and manufacturers alike, that there shall be protection against the flood of foreign goods which threatens to destroy the agriculture and industry of the country.

The MANUFACTURERS RECORD recently said that the great work of America is to influence the upbuilding of wages throughout the world instead of permitting the world to break down our wages, and in the same line of thought President Harding says:

"Believing in our higher standards reared through constitutional liberty and maintained opportunity, we invite the world to the same heights."

Fully appreciating the fact that some changes must take place in business conditions, President Harding said.

"I speak for administrative efficiency, for lightened tax burdens, for sound commercial practices, **for adequate credit**

facilities, for sympathetic concern of agricultural problems, for the omission of unnecessary interference of government with business, for an end to Government's experiment in business and for more efficient business in Government administration."

With the election of President Harding and the world-wide interest in his address there will be born anew in America a spirit of patriotism and of optimism. We are no longer threatened with destruction by visionary internationalism; no longer endangered by giving to other nations the power to absolutely dominate our affairs; no longer forced to see the complete control by Government of all business interests; no longer threatened with the curse of free trade.

With these dangers eliminated, the American people will take new heart, new courage will be born, optimism will sweep away every vestige of pessimism, and once more this great nation will leap forward into business activity. To the despondent farmers and business men of the country there will come new hope born of a realization that the socialistic, anarchistic, free-trade spirit which has dominated the Government's affairs for the last eight years has been buried in oblivion by the overwhelming victory of this country for safety and sanity. No, not buried in complete oblivion, for the scars are too deep to erase, but henceforth one glimpse of these scars should forever warn the country to keep clear of such dangers.

### LAWLESSNESS OF LABOR LEADERS.

THE spirit of lawlessness, which has been growing constantly in our country, is due in part to the false teachings of the press, many men who claim to be ministers of the Gospel and of politicians who have yielded to the socialistic trend of the hour and ignored the rights of the nonunion labor men. Murder is murder, whether it be committed by the robber who murders for the loot he can get, by the man who murders out of revenge for some fancied injury, or by the labor man who deliberately murders his fellow-man with a spirit of hatred with which he intimidates the fellow-man who does not bow his neck to the yoke of the labor leaders.

Until men are taught that the murderer, whether he be a union labor man or any other criminal, must pay the penalty in the penitentiary for life or on the gallows for murder, we shall have growing disorder and increasing murders throughout the land.

The man who insists from the pulpit or through the press or from the political platform that this country must yield to the domination of labor unions, many of whose members are foreign to our ideals and institutions, is merely encouraging the spirit of riot and of murder. The man who upholds labor unions in these crimes, or in the teachings which lead to these crimes, is a criminal at heart, and is responsible for the innocent blood that is shed by all union labor men who, misled by radicalism, seek to vent their vengeance upon other labor men. Until intelligent, law-abiding union labor men assert their supremacy in their organizations and make membership in their unions synonymous with law and order, with efficiency and honesty, the country cannot afford not to demand the open shop as the synonym of America and independence and law and order.

The tolerance with which law officers and the public have often dealt with the violence of strikers is in itself a crime, provocative of continued growth of criminality throughout the country. By its unwise tolerance of such acts the country itself has almost placed a premium upon criminality. It has encouraged the less intelligent rougher element of labor unions to believe that they have a right to murder their fellow-men, and it is hard for them to understand why this is not true when they are constantly taught from socialistic platforms, from socialistic mouthing political speakers and from the inaction of law officers that they are justified in killing

their fellow-workers. We are placing a premium upon criminality, we are sowing the seeds of anarchy, when as a nation we permit such teachings to be spread broadcast throughout the country.

The riotous conditions around the Cramp shipyard in Philadelphia, the effort to murder men who want to work, to trample down even women who seek to protect their husbands from murder, is only typical of the growing spirit of criminality fired by labor leaders in all parts of the country.

### SECRETARY MELLON'S VIEWS ON PROHIBITION.

MR. ANDREW W. MELLON, the new Secretary of the Treasury, has given Rev. Dr. D. L. Marsh an interesting statement as to his views in the matter of prohibition. In the course of his statement Mr. Mellon stated that originally he was not in favor of national prohibition, not because he was in favor of the saloon, but because he believed that inasmuch as the country was going dry by degrees, and as people were gradually becoming more temperate, prohibition would come as a process of evolution rather than by statute, but now that we have national prohibition, Mr. Mellon stated he would not have it repealed for anything, and he added that Attorney-General Harry M. Daugherty is "dry," and "the prohibition people have every reason to congratulate themselves that Mr. Daugherty is charged with the enforcement of the prohibition law."

These statements about Mr. Mellon's own position and his view of Mr. Daugherty will be welcome news to the intelligent, thoughtful people of the country who are opposed to the entire liquor traffic.

### HOW FRANCE PROTECTED BUSINESS INTERESTS.

THE Bankers' Trust Co. of New York in a recent financial letter gave some interesting and vitally important facts about how the Bank of France has by enlarged credits financed the business interests of that country.

Quoting from this report, we have the following:

"According to the Governor, M. Robineau, the Bank of France assisted in the revival of French industry and commerce during 1920 by increasing its commercial discounts by about 2,000,000,000 francs. Detailed figures received by the Foreign Information Department of the Bankers Trust Co. of New York, indicate that these discounts at the end of 1920 amounted to 3,276,000,000 francs, compared to 1,268,000,000 francs at the close of 1919. The balance of the bank's advances against securities increased in the same period from 1,451,000,000 to 2,205,000,000 francs.

"In commenting, at the annual meeting of stockholders, upon this policy of the bank, M. Robineau said:

"We have welcomed, whether by means of rediscount, or by direct discount, all paper whose creation responded to the legitimate needs of commerce and production. By this liberal policy, to which we have remained and always will remain faithful, we expect to support with all our power the activities of widely varying business enterprises which, in France, are endeavoring to lessen the violence of the crisis."

Contrast the closing statement of this announcement by the Bank of France that it has welcomed for discount or rediscount "all paper whose creation has responded to the legitimate needs of commerce and production" with the determined, persistent restriction of credit policy of the Federal Reserve banks, and we can understand the difference between great financiers who control the Bank of France and the pigmies in finance who control the Federal Reserve System in this country.

## End of Eight Years of Shackled Business and Free Trade and Socialistic Trend of Government

IT was appropriate that one of the closing acts of President Wilson's administration should have been his veto of the Emergency Tariff Bill, designed for the express purpose of protecting the agricultural and certain industrial interests of the country from destruction. Every argument used in Mr. Wilson's statement as to his reasons for vetoing the bill was merely the repetition of the old threadbare free-trade argument without a single indication that he realized the intention of the bill or its necessity to save the agricultural interests of the South and of the country at large from destruction. In his veto letter Mr. Wilson said much about the need of buying freely from Europe in order that Europe might pay its debts to us; he talked of the poverty of Europe and its inability to purchase at present, but he entirely ignored the fact that it is from the Orient, Japan and China especially, that we need protection for the cottonseed oil, peanut and peanut oil and kindred interests of the South. These great interests are being swamped by a flood of Oriental products raised by labor working at from 3 to 5 and 10 cents a day. But to this situation Mr. Wilson was blind.

For eight long years this country has suffered from the free-trade doctrines of Mr. Wilson and his free-trade followers. His first election, due wholly to a split in the Republican party, sent a chill through the business interests of the country, and from the day of his election until his last term ended this nation knew no prosperity except that created by war. During the early years of his first term the industrial interests of the country were stagnant to an almost unprecedented extent. A large proportion would soon have reached the end of the journey had not the war intervened to bring about a war-made prosperity.

From the extreme depression of 1913 and the early part of 1914 there came a few months after the opening of the European war such a tremendous demand for products of our farms and factories that the nation suddenly jumped from depression and poverty to the mountain top of abounding prosperity. This prosperity continued through the war, and gave the nation such a tremendous start in business activity that we would still be rejoicing in a period of great prosperity had it not been for the death-dealing blow of deflation of credit given by Mr. Wilson's Federal Reserve Board.

Early in the beginning of his Administration, when a free-trade tariff bill was under discussion, one of the great cattle raisers of Texas, a man widely known throughout the nation for his business acumen, appealed to the President in person not to permit the passage of a free-trade bill which would prove so disastrous as the Underwood Bill promised to be. Returning from a conference with the President, he said to the writer:

"People have talked about Roosevelt's 'Big Stick,' but Roosevelt's big stick as compared with the one which the President is wielding over Congress was merely of walking-stick size in contrast with a telegraph pole which the President is using in beating Congress into submission to his terms."

The Underwood bill was passed, and the sugar industry of Louisiana was destroyed, wiping out overnight \$100,000,000 of investment. One by one other great industries suffered even heavier losses. Later on President Wilson and his advisers realized the enormous blunder they had committed in destroying the sugar industry and enacted a bill for a tariff on sugar on the ground that revenue was needed therefrom. Every intelligent man not hidebound in his free-trade proclivities had known that we needed revenue from sugar, but, worshipping at the shrine of free trade, President Wilson and his followers destroyed that industry as they destroyed many others.

In his veto of the Emergency Tariff Bill Mr. Wilson, re-

ferring to the establishment of the Payne-Aldrich Act, said: "In it the principle of protection reached its high-water mark, and the enactment of which was followed by an exhibition of protest on the part of the majority of the American people."

We would not accuse Mr. Wilson of seeking to misrepresent the facts. That statement is doubtless due to his illness or to a slip of the pen, for a majority of the American people did not register their protest against the Payne-Aldrich Bill. President Wilson, it should be remembered, was elected not by a majority, but by a minority vote, due to a split in the Republican party, in which Taft and Roosevelt in the aggregate received the majority vote of the country. We are at a loss, therefore, to understand how Mr. Wilson could presume to say that "the majority of the American people exhibited a protest against the Payne-Aldrich Bill."

In his first inaugural address Mr. Wilson proposed by free trade to unshackle business and give free scope to American business, but instead of giving free scope to American energy he sapped its very life and shackled all business interests. Instead of a warmth to stir and quicken the lifeblood of business, we had from him and his followers the chilling death-touch of free trade. Elected in his first campaign by a minority vote, he was re-elected on the nation's cowardly slogan that "He kept us out of war," when he himself knew that war was inevitable, and yet he permitted the Democratic party to go before the country and fight for his election on a slogan that was false from beginning to end and cowardly in the extreme, as it sought to proclaim that peace with dishonor was better than war with honor.

Socialistic in all his teachings from the time he entered politics, he gave to Gompers and his Federation of Labor full control over the labor interests of the country during the war. As president of Princeton University, Mr. Wilson had proclaimed that he was a "fierce partisan of the open shop," and he denounced union labor as slothful and inefficient, but later on as President he gave union labor the supreme domination and permitted Gompers to dictate the rate of wages and the terms under which men should work in the munition factories and the shipyards of the country, paying to them extravagant wages, encouraging inefficiency and slackerism, while sending millions of men to the battlefield for less than one-tenth of what the laborers safe at home were allowed to charge for their work.

To the demand of the railroad brotherhoods for a surrender of national sovereignty President Wilson forced Congress to yield a cowardly surrender, and most of the ills from which we are suffering in labor inefficiency, in strikes, in riots and in the turmoil of the hour in the labor world can be traced very largely to the socialistic program under which President Wilson permitted Gompers to run the nation's labor supply, and in connection therewith the surrender of the nation's sovereignty to the railroad brotherhoods.

Later on Mr. Wilson promised to the railroad men that the power of the Government should be used to break down the cost of living, though he knew that there was no way of accomplishing that except by breaking down the prices of farm products, and his followers then began a deliberate campaign, knowing full well that in breaking down the price of farm products which had been raised at a high cost, poverty would be brought to millions of farm homes and chaos would come into business generally.

Reverently this nation may well thank God that the eight



years of socialistic, anarchistic, radical unionism of labor which have dominated Washington ended on March 4.

There is no need to review the things pertaining to the war, no need to rehash the story of extravagance, no need to remind the nation of Mr. Wilson's fight against preparedness and of his denunciation of all who favored preparedness until after he had secured his second election. These things are a part of history. They will be writ in letters of fire when the true story is told in the years to come.

We are dealing mainly with the record of business depression brought about by his election by a minority vote on a free-trade platform and the chill of death which struck the business interests of the country from the moment of his first election. From that hour business depression swept over the country, and the European war was the only thing which saved a very large proportion of all our business interests from going the way of the Louisiana sugar industry.

But war prosperity could not be credited to Mr. Wilson or the Democratic party, and we are sure that no honest-hearted man, however ardent an admirer of Mr. Wilson he may be, would for one moment presume to suggest that he was responsible for the European war and for the prosperity which that brought to our country.

Beginning his eight-year term of service with a free-trade campaign, he ended it with a veto of a tariff bill designed to save the farming interests and the nation's industries from complete destruction, and his argument in defense of his veto from beginning to end was as groundless as the statement that the adoption of the Payne-Aldrich Act was followed by an exhibition of protest on the part of the majority of the American people," when he knew, and all others knew, that a majority of the American people registered their vote in behalf of Taft and Roosevelt, and that only through the unfortunate and almost inexcusable blunder of Mr. Roosevelt in splitting the party in two was Mr. Wilson elected by a minority vote.

### FARMERS HAVE LEARNED A LESSON FROM BANKERS AND MANUFACTURERS.

**W**ALLACE'S FARMER, one of the leading agricultural papers of the West, gives a rather vigorous roast to some statements recently issued by Mr. Richard W. Babson in regard to farming conditions. Mr. Babson said: "The farmer is much better off today than he was before the war." To this, Wallace's Farmer gives an answer which will probably prove to Mr. Babson that he is not fully cognizant of many things connected with farming operations. There is, however, one very amazing statement in Mr. Babson's article which really demands serious consideration. Referring to this, Wallace's Farmer says:

"He criticises the Department of Agriculture, the agricultural colleges, the farm papers and the farm organizations because they have been 'teaching the farmer how to keep his books,' the assumption being that if the farmer had not been studying how to keep his books he would not know how badly he is hit and everything would be lovely."

There are a good many other statements in Mr. Babson's article which are clearly as absurd as that which indicates that the farmer should not have learned how to keep books. Mr. Babson, like a great many other city people, and those identified with financial interests, show that they know very little about the farming situation, and their assumption of the right to tell farmers what they must and must not do is a piece of presumption which the farmers very properly resent.

The farmer, fortunately for himself, is beginning to know something about bookkeeping. He is beginning to do his work with an intelligence greater than many city people

would desire he display. He is not disposed to keep on forever losing money merely to accommodate city consumers.

If the farmer should conclude to follow the teaching of the bankers and restrict his production to the extent that the bankers restrict credits whenever it suits their convenience to do so—

Or if he should follow the example of the iron men who have blown out a large proportion of the furnaces in the country because they could not find a ready market for their iron and refuse to keep on piling it up, a course which nobody is criticising—

Or if he should follow the example of the cotton manufacturers who stopped their mills as soon as they could find no market for their goods.

He would only be showing that he had learned a lesson of common sense from other business men. There is no more reason why the farmer should keep on growing a surplus which he cannot sell, whether it be cotton or wheat or corn or hogs, than there is why an iron furnace or a steel plant or a cotton mill should not keep on running when it cannot market its goods, but would only keep piling up the stock without the cash or the credit to carry the stuff indefinitely.

The farmers are beginning to learn ordinary business common sense. They see that they are no longer wise when in times such as the present they keep producing when they cannot find a ready market for their product and cannot find the credit or cash with which to carry it until the market is ready to take it, but city consumers hold up their hands in horror the moment a farmer begins to talk about reducing his acreage. They protest that that is an unholy thing and that the farmer is guilty of a crime against humanity if he lessens his acreage of cotton or wheat or corn, or reduces the number of his livestock.

Many of the so-called political economists and a very large proportion of the bankers of the country have very little knowledge of the real conditions of farm life, or of the reasons which justify a farmer in declining to increase his production merely to accommodate the needs of those who want to buy his products at less than the cost of raising.

The banker feels no hesitation whatever in declining to lend money on good collateral if his supply of money is low, or of curtailing credit, as has been done throughout the country during the last 12 months. The manufacturer does not hesitate to shut down his factory if he finds that to keep it running would mean a dead loss every day and the piling up of a surplus stock which it might take a long time to market. He knows that his safety is to stop his plant just as soon as he finds that he cannot run it and either market or carry on credit the output, waiting for the return of a better demand. When the farmer, however, undertakes to carry out this simple business proposition men like Mr. Babson and many other public advisers, bankers and financial writers denounce him as though he was committing a crime against God and humanity.

The farmer is simply beginning to learn a little common sense from the practice of the business men in the cities, but the business men and the bankers who fear the possibility of reduced farm production, utterly refuse to see that the farmer is right if he follows their example. But, perhaps, Mr. Farmer has learned his lesson so thoroughly that he clearly sees that while the bankers will provide money with which to produce a crop, they often refuse to provide the money for carrying the crop after it has been raised until the market has absorbed it. The situation is not one that is good for the country, but it is one which shows that the farmer has taken a lesson from the teachings of bankers and the so-called political economists of the colleges and the universities of the country.



## Future National Safety Depends Upon American Dye Industry

WE have trifled too long with legislation to safeguard our dye industry. Congress adjourned last week without the Senate taking action on the Longworth bill, controlling the imports of dyes, although this bill was passed by the House two years ago. Unless the new Congress, which will be called into extra session soon, puts through bills, and does it promptly, our whole American dye industry will be faced with destruction.

Have American business men and the people generally realized what this would mean?

Do they know that without such an industry America would be unable to adequately develop men and methods in chemical warfare, which every observer knows will be the controlling factor in future wars?

And do they know that one-third of our casualties in the last war were due to poisonous gases?

We may build all the big battleships we please and have the greatest navy in the world. We may build stupendous guns of long range and great destructiveness. We may have a wonderful army of airplanes. But these would be as chaff before the wind when pitted against the chemical and gas warfare equipment of other countries.

The whole trouble is that a few people who use dyes want to get them as cheaply as they can, regardless of whence they come. And the subject is such a technical one that the American public has never realized its relation to our future welfare and defense, and, therefore, has not made our national legislators feel the weight of public opinion on this vital question.

Read what the Journal of Industrial and Engineering Chemistry, the official publication of the American Chemical Society, has to say in the following striking editorial:

"Germany has today the greatest and most active dyestuff industry in the world, as evidenced by the production in January, 1921, of 12,000 tons of dyes, 750 tons more than the average pre-war monthly output. From these dye plants came all of the poison gases and most of the high explosives used by Germany throughout the World War. Bolshevik Russia has today the largest standing army in the world—1,500,000 men. If these two agencies of destruction are ever fully combined, the world will face a new struggle, incomparably more tragic than that through which it has just passed. Already that union has begun, for it is known that in their successes against the forces of General Wrangel, the bolshevist armies were largely aided by poison gas—and Russia has now no chemical industry. Moreover, according to the London Times, December 30, 1920, the program of the German, Hungarian and Russian reactionaries, prepared in Budapest on June 22, embraced this significant feature: 'The manufacture of new forms of arms and ammunition will be undertaken, Germany providing the machinery, raw materials and personnel.'

"What can be done? Talk of disarmament is world-wide at the present time, but the feature which is emphasized is relief from the burdens of taxation which accompany the race for supremacy in battleships and big guns. If real peace is being sought, then we cannot ignore the most striking developments of the war—aviation and gas warfare.

"All are agreed that the first step in disarmament is the stripping of war-making power from that nation which brought about the war and which today shows no sign of contrition though defeated. Sections 168 and 169 of the peace treaty give ample power for bringing about the chemical disarmament of Germany through destruction of her surplus dye plants. When in Paris in 1919 as a member of the conference on reparation dyes, we asked why this had not already been done. The reply came, 'Europe wished to do so, but American influence was against it—and prevailed.' This statement has been confirmed by Americans present during the formulation of the peace treaty.

"The basis of this unfortunate American attitude was the insistence that these dye plants produced products useful in peace and should, therefore be preserved. Exactly the same view prevailed concerning the German plants for fixation of atmospheric nitrogen.

"But the rest of the world has determined to be independent of Germany in dye manufacture and nitrogen fixation. A great over-productive world capacity in these lines exists today. The peace-product argument has fallen down. These surplus German plants stand today as a sure incitant of future commercial war, in which contest Germany has all the advantage of experience, of geographical distribution and of governmental sanction of unification—an economic policy abhorrent to American ideals of healthy industrial conditions. Unneeded in peace, these plants represent, in terms of chemical warfare, borne out by the facts of war history, infinite possibilities of war making.

"Fortunately new forces are now moving. In London a great interallied conference is now being held. American influence is not present. The question of chemical disarmament should there be settled right. In our own country, within a few weeks, there is to be a complete change in Government circles. Peace will be made with Germany by a new Administration. Possibly a world conference on disarmament will be called. In any case, the new Administration has a distinct share of the responsibility of effectuating the chemical disarmament of Germany, so that she may not again embroil the world in war.

"If there be those who feel that the destruction of the enemy's battleships, forts and guns is ample protection, then they are not aware of the fact that the whole tendency of most recent developments in gas warfare is to get away from former methods of projection—and we are just on the borderland of these new developments.

"General Mitchell is right when he speaks of the enormous possibilities of destruction by airplanes distributing toxic materials, whether by bombs or by other means. He emphasizes the point that this practice was not resorted to in the last war because the opponents were too evenly matched and each feared to begin.

"And think of the possibilities of the toxic smoke candle, dropped from airplanes or released by submarines, surrounding and filling a battleship for hours with an atmosphere of poison gas.

"Men's minds must not work in the old channels. Obvious developments must not be overlooked. The League of Nations, at its Geneva sitting, took no action against gas warfare. Our national consciousness has grasped clearly the thought that dye plants are 'potential arsenals,' but the thought is static—not dynamic. We have failed to think it through. But the time is soon coming when a grave error will be committed if we then have still failed to think it through. In the formulation of our peace treaty with Germany, President Harding and his advisers should give this question, shot through with danger to world peace, most serious consideration.

"Think it through! There is only one answer!"

No man in America did a greater work for this country in developing the American chemical industry than Dr. Charles H. Herty, the editor of this journal, a former president of the American Chemical Society and for many years head of the department of chemistry at the University of North Carolina. Dr. Herty knows the situation in Germany as well as the situation here. He knows what every other big country is doing. He speaks not only as a man of science, but more forcibly as a man of intense patriotism endeavoring to arouse America to its danger.

We likewise have labored unceasingly in calling attention to the vital need for this legislation, and in all solemnity and with all the seriousness we can command urge our readers to write to their Senators and Representatives to speed the enactment of laws that will safeguard the American dye industry before it is too late.

America is the only big country that has not safeguarded its dye industry, and it is the most fruitful field that exists in the world for commercial invasion by the Germans. This

invasion will be made the moment they have an opening, and, as so strikingly pointed out in the recent article in the MANUFACTURERS RECORD by our European correspondent, Mr. Raleigh, the Germans are even now preparing for this invasion.

**Three good-sized shiploads of dyes will supply our needs for a whole year, and if the Germans can get them in they will sell these dyes for any price to kill the American industry.**

Who will answer to American posterity if such an opportunity is given?

## THE SOLID FOUNDATION FOR BUSINESS IMPROVEMENT.

MANY favorable factors have developed within the last ten days to bring about a revival of business activities. The passage of the bill for prompt payment of the railroads of several hundred millions of dollars owed to them by the Government will be of great advantage. It will enable the railroads to pay many outstanding bills for supplies, and thus assist the railway supply people, who have been hard-pressed by reason of the railroad situation and the inability of the railroads to pay their debts. With about \$400,000,000 turned loose in this way, a marked change for the better will inevitably take place. The long delay by the Government in payment of these just debts greatly helped to intensify the depression and to spread gloom throughout railroad circles and among people who sell stuffs of any kind to railroads.

The decision of the Supreme Court in favor of the Farm Loan Banks will immediately change the whole situation and enable these banks to extend their operations to the very great benefit of agriculture everywhere. In its broadest aspect, this decision will probably surpass in influence for good the railroad bill. It will revive hope among the farmers; it will furnish cheap money to many thousands of them, and it will give a new impetus to the betterment of farm conditions.

The decision of the Supreme Court against the constitutionality of the Lever Bill will likewise prove helpful to business. Thousands of people all over the country were being prosecuted and persecuted without rhyme or reason. Some profiteering there was, and some of it should have been suppressed, but the persistent cry of profiteering and the denunciation of business men everywhere was one of the potent factors in governmental work in breaking down confidence and injuring many innocent men while hitting at a few guilty ones. The attempt of the Government to regulate by an unwise law all prices was just as foolish as the effort to stop the movement of the tides and to sweep back the flood tide of the ocean. The law of supply and demand must operate in the long run when untrammelled by unwise legislation, and the ultimate result is to the good of all the people. The law of supply and demand has not been permitted to operate of recent months, for the financial breakdown of the country was not based at all on that law, but was the carrying out of a definite purpose to destroy it under the mistaken idea of the Federal Reserve Board that it could rule supreme, and for the time being it has ruled supreme to the destruction of the prosperity of the country.

The incoming of the new Administration marks a complete turning-point from the socialistic and so-called idealistic spirit which would have destroyed America by binding us in an unbreakable contract with the bankrupt and heathen nations of the world; an idealism that had no more reason for its existence than the wild imaginings of those who little appreciate that the destruction of American sovereignty would mean the destruction of world civilization.

In contrast with the free-trade spirit which ruled during the late Administration, except for a few specific things needed for war, a spirit which found expression in the Underwood Bill, sweeping out in one blow the sugar industry of Louisiana and bringing desperate poverty to the industrial interests of the entire country in 1913 and the early part of 1914, we shall have some degree of safety in a protective tariff which will save us from the destructive force of a flood of foreign products made by labor working for a wage running from a few cents a day to less than one-quarter and one-fifth of what American laborers are paid.

We have faith to believe that, despite some of the influences which are at work against an adequate protective tariff, President Harding will compel the fulfillment of the solemn promises which he made to the whole country, and that we shall have a tariff which will save our agriculture as well as the industrial life of the nation.

After the eight years of near-socialism and a long list of blunders at home and abroad, a new Administration comes into power with a determination to upbuild the agricultural, industrial and commercial interests of the nation.

Under these conditions, the people of this country may well take hope, may well have new courage and go forward planning for great things for the future and beginning at once to do them.

On with business interests, on with building activity, on with highway construction, up with optimism, should be the spirit abroad in the land today.

## PUBLIC BONDS CAN NOW BE SOLD TO ADVANTAGE.

ENCOURAGEMENT is given to plans for public improvements of all kinds by the securities markets, which continue to avidly absorb municipal bonds, the Daily Bond Buyer, which gathers reports from all over the country, saying that sales of long-term bonds of this character during February totaled \$63,202,402, as against \$45,758,933 in February of last year and \$21,004,352 in February of 1919. Short-term loans last month totaled \$17,350,000 in the sales.

The demand proceeding from investors for good "municipal" bonds, this term covering all public issues excepting those of the Federal Government, assures ready sales of securities for road and street work, sewers and drains, schools and other community buildings, as well as for public works of all other kinds, and the communities and Commonwealths which act now in the matter of bond issues to carry on this kind of construction will be wise. Conditions are favorable to securing the necessary labor, and also the quantities of necessary materials, and there ought to be a very large amount of construction accomplished between the present time and next autumn.

Road work especially demands that construction plans shall be fulfilled. Transportation by means of motor trucks is rapidly growing in volume among business men of all kinds, and the necessity for more good roads, as well as for the reconstruction of existing improved highways, is more than ever apparent. Counties and States which are slow about undertaking this sort of public improvement will be left sadly behind in the march of progress unless they act promptly and energetically to put their highways in such condition that they will be equal to modern demands. The South has done much already to improve its roads, but there is yet a deal of work to be accomplished. Postponement to await lower prices for materials will not save anything, but will be productive of loss, because the early use of roads provided by immediate construction will more than compensate for any seeming loss due to present prices.

## THE NEW FEDERAL RESERVE BOARD SHOULD MAKE AVAILABLE THE LARGE RESERVE CREDITS.

MORETON FREWEN of England, one of the most farseeing financial writers and forecasters of financial affairs, suggests in this issue the possibility that, in view of the drastic deflation of prices in this country by the autocratic power of seven men who compose the Federal Reserve Board, the new Board, under President Harding's administration, may possibly utilize the large reserve of credit available, and in this way bring about an inflation of prices. It is possible that Mr. Frewen is too optimistic in even suggesting the possibility of this, but that there will be an expansion of credit we feel entirely certain. We cannot for one moment imagine that the narrow-visioned policy which has prevailed in the control of the Federal Reserve Board can much longer be continued, for certainly Secretary of the Treasury Mellon will have an infinitely broader view of business interests than had that most sinister figure of American life of the present day, Secretary Houston, and certainly the new Comptroller of the Currency, whoever he may be, will likewise be of an entirely different train of thought than Governor Harding. Unfortunately, Governor Harding's term has not yet expired, but we trust that, since he recently stated in effect that he was staying in the Board at a great personal financial sacrifice, as he could get a very much larger salary elsewhere, he will have the courtesy to President Harding of stepping out of the way and permitting a complete reorganization of the Board.

Nothing would so well become Governor Harding as his resignation. The New York Times of Saturday last had a dispatch from Washington to the effect that President Harding and Secretary Mellon desired Governor Harding to continue as head of the Federal Reserve Board, but we can scarcely believe this to be possible, for it would be an affront to every farmer and, indeed, to every business man in America. Nevertheless, in view of such a rumor, we would urge every man in the country opposed to a continuation of Governor Harding's drastic, destructive domination of all credit facilities to protest with all possible vigor, and immediately, to President Harding and Secretary Mellon against the continuation of the existing Federal Reserve Board, which has proved such an unspeakable curse to the country.

## A COTTON GROWER'S VIEWPOINT.

A READER of the MANUFACTURERS RECORD, in writing in regard to the cotton situation, presents the matter in the following way:

"It would pay us better to sell our lands to the manufacturers of fertilizer and the cotton manufacturers and operate same for them on a salary basis. Then we could be assured of at least receiving enough to purchase the necessities of life instead of continuing to operate as we have been heretofore. As a result of our past year's operation we are not able to pay our taxes, to say nothing of our grocery bill, and we are shouldered with a debt that will burden our children after we are gone. I not only expect to plant my lands in food and feed crops and abandon cotton, but I am determined to cut my fertilizer to the bone. Let cotton follow in the footsteps of indigo. The only difference I can see between our condition and Hell is that it requires heat in Hell to bring you untold suffering, while we have it here as a result of our folly without the expense of the heat."

## JUDGE GARY SCATHINGLY ANSWERS JOHN SKELTON WILLIAMS.

THE MANUFACTURERS RECORD of last week called the attention of Mr. John Skelton Williams, then Comptroller of the Currency, to the deflation policy of the Federal Reserve Board, of which he had been a member, and to the high rates of interest which had cost this country many billions of dollars. It was suggested that so far as Mr. Williams' letter to Judge Gary was concerned, we doubted not that Judge Gary would be able to meet all of the points raised. Judge Gary has more than met these points. In a letter, dated February 28, addressed to Mr. Williams, he has overwhelmingly answered every charge of Mr. Williams against the Steel Corporation. After giving the actual facts in regard to the profits of the Steel Corporation and its operations, in reply to Mr. Williams' charges, he said: "The reasons you offer for reduced output are so void of the truth and the situation to those acquainted with the conditions that denial would be unnecessary except that the allegations appear in the report of a high and responsible official of the Government." He also says, "Your conclusions are shallow, specious and misleading and, viewed from a business and common sense standpoint, inaccurate." He also says that the figures used by Mr. Williams are "manifestly an unfair shuffling of figures, inaccurate as related to all the facts, misleading, and a distortion of true conditions."

It is a lamentable fact that when a man steps from private life into a public office his statements carry the weight of his office and are given wider publicity than would be given to anything he might say while in private life. His office really adds nothing whatever to his knowledge of the questions discussed, but the office carries great weight to what he might say. It is only because Mr. Williams spoke as the Comptroller of the Currency that his statements must be discussed from the standpoint of a public official rather than from that of a private business man. His charges against the Steel Corporation would have been wholly without public interest if he had waited until after his resignation as Comptroller of the Currency before uttering them. It is greatly to be regretted that any public official should in this way take occasion to misconstrue the actual facts and to make charges against business interests which only serve to create absolutely false impressions upon nonthinking and uninformed men and women. Mr. Williams' statement, by reason of his official position when it was uttered, has gone broadcast throughout the country.

Judge Gary's denial will not be published, except here and there, and millions who read the charges against the Steel Corporation will never know of the reply unless the Steel Corporation should wisely decide to publish Judge Gary's letter in every daily paper in the land. It would be more than justified in doing that.

## \$50,000,000 FOR NORTH CAROLINA HIGHWAYS.

A BOND issue of \$50,000,000 is authorized under the State road law recently enacted by the Legislature of North Carolina. Construction and maintenance of 5500 miles of hard-surfaced and other roads is contemplated under the comprehensive plan embodied in the law. Ten million dollars' worth of the authorized \$50,000,000 bonds are to be sold annually unless the work shall have progressed to such an extent in any one year as to justify the further issuance of



bonds, when more than the prescribed \$10,000,000 may be issued.

The funds derived from the motor-vehicle license fees, plus a 1-cent gasoline tax, are to be used for the support of the State Highway Commission, for paying interest on the bonds and for the maintenance of the State system of highways.

The plan embodied in the bill provides for connecting by the most practical routes the various county-seats and other principal towns of every county in the State; also for connecting roads with State institutions, and with roads through State parks and national forest reserves, and for connections with the State highways of other States.

Fifty million dollars, properly administered, should go a long way toward providing for the State of North Carolina an excellent system of main and lateral highways from Currituck to Cherokee. Few, if any, of the States of the Union are endowed with so wide a range of climate and with such a diversity of natural resources as may be found from the sub-tropic lowlands of the coastal plain to the majestic mountain regions of the Blue Ridge and the Smokies. North Carolina is to be congratulated upon the adoption of a plan that will make it possible for her citizens actually to familiarize themselves with the grandeur and beauty and wealth of their State. The visitor to the Tar Heel Commonwealth will have his eyes opened to its tremendous potentialities as never before.

## LETTERS THAT HEARTEN US FOR OUR WORK.

Whitin Brothers, Inc.,

Linwood Mill.

Whitinsville, Mass., February 25.

*Editor Manufacturers Record:*

I wish to express my great appreciation of the many able and very patriotic editorials that have appeared in the *MANUFACTURERS RECORD* from time to time, especially during and since the close of the great war. I wish that every American could read them.

WHITIN BROS.,  
SAUNDERS COTTON MILLS,  
WHITINSVILLE COTTON MILLS,  
WHITINSVILLE SPINNING RING CO.,  
ARTHUR F. WHITIN.

Columbus, O., February 25.

*Editor Manufacturers Record:*

I am in receipt of yours of February 21, and in reply will say that nothing affords me any greater pleasure than to enclose you payment for another year's subscription to your most valuable magazine. Not for anything would I do without your paper. I would like to have space in this letter to tell you how much I have been benefitted, in a business way, through being a long-time subscriber to the *MANUFACTURERS RECORD*, as well as being able to be posted on the critical issues that confront the country today. Go to it! Don't let up for a minute on any of them, high or low! I for one not only read your paper, but when done, pass it on to the other fellow to enable him to benefit through reading.

HARRY B. REDDIE.

These two voluntary letters, one from a conservative cotton-manufacturing house of New England and one from a business man of Columbus, O., voice the sentiment which seems to be widespread in all sections of the country, West and North, as well as South, in favor of the fight which the *MANUFACTURERS RECORD* has been making for the business interests of this country.

In its early days the *MANUFACTURERS RECORD* was devoted wholly to the material development of the South, recognizing that, as the nation's greatest asset, the South furnished a limitless field for a material development which would enrich the entire nation. There could be no well-rounded national prosperity so long as the South was in poverty. As the development of the South proceeded apace, the *MANUFACTURERS RECORD* realized that without lessening its work for that

section it could broaden its field of activity and discuss all the great problems which affected the nation's welfare.

For some years, therefore, we believe the *MANUFACTURERS RECORD* has been equally as interesting and as valuable to the business men of the North and the West as to the business men of the South. It is a broad national exponent of Americanism. It is fighting for the largest possible opportunity for American business interests, agricultural, financial and industrial. It takes no narrow or sectional view on any of the questions which face the nation.

In the fight which it has been making against the drastic deflation policy of the Federal Reserve Board it has sought to arouse the whole country to the dangers of the operations of that Board as it has been constituted. It will rejoice in the changes which will take place in bringing new men into the Board, and it trusts that Governor Harding may have the courtesy to the new Administration of retiring from the Board without waiting until his term of office expires, for he has demonstrated, as have other members of the Board, incapacity to measure up to the vast problems which the nation has had to confront.

The great issues of the hour and the economic life of the nation and of the world demand a far broader intellectual ability, a far deeper knowledge of finance and of world affairs than was displayed by any member of the Board under President Wilson's administration.

We trust that President Harding will appoint men whose views will be broader than those of the old Board, but we would repeat again, regardless of who may be appointed, that the meetings of the Federal Reserve Board should be held in the open and every decision on important questions be reached in public meeting, so that the nation may know every man's views on the question of life or death of the business interests of America.

## KEEP THE FAITH.

**M**R. GEORGE R. COLLINS, president of the Collins Granite Co. of Danville, Va., in a letter under date of February 15, writes:

"We are very glad to be able to use some space in the *MANUFACTURERS RECORD*, not only for the good it will do us, but that we may co-operate with you in some small measure beyond the amount of our subscription in the great work you are doing for the spiritual and material upbuilding of our country, North as well as South, wherever your magazine is read. It is beyond all praise, and, in our opinion, is without parallel in the journalistic field in the United States."

The *MANUFACTURERS RECORD* appreciates to the fullest the view expressed by Mr. Collins as to the work of this publication. We believe that now, above all other times in human history, there is a tremendous responsibility resting upon the newspapers and magazines of the country to print the truth, the everlasting truth that there can be no salvation for the world from the turmoil of this hour except it be through a world-wide acceptance that God reigns and that mankind must look to Him for guidance and follow His commands.

The world is passing through what is probably the most crucial period in all the history of civilization. The dangers which we confront are beyond the power of words to express. Any man who fails to realize the seriousness of the situation must be groping in darkness indeed. But we have faith in that Divine guidance which has led us through the past, and this thought is beautifully expressed in the closing paragraph of a letter just received from a business man, in which he said:

"No man need despair. We are working out our destiny, and all we can do is our best. The nation is itself an everlasting miracle wrought by the hand of God. We have but to keep the faith."



## THE UNREPENTANT HUN IN ILLUMINATING ACTION.

ALL Hundom must have chuckled when it read the accounts of the recent meeting in Madison Square Garden, New York, when 12,000 persons gathered under the protection of 1000 New York policemen, by and with the connivance of Mayor Hylan and the municipal authorities, to listen to Edmund von Mach, known as chief of the German propaganda in the United States.

The meeting purported to be a protest against the use of negro troops in the Rhineland by France. France has publicly announced the withdrawal of the Senegalese soldiers, to which the Germans objected; former Secretary of State Colby had publicly confirmed the French announcement, but the fact that the conditions complained of did not exist had no bearing upon the meeting. It was an opportunity for further spread of German propaganda, and the Hun-at peace loses no such opportunity.

Von Mach, says the report of our correspondent in regard to the meeting, declared that Colby had lied. Otto Stiefel, a St. Louis brewer, "wring tears from the audience" with tales of alleged wrongdoings by these Senegalese; speakers who advocated the union between Ireland and Germany were applauded, and the whole mob cheered itself when it was characterized, as repeatedly it was, as "100 per cent American."

Within sight of the foundations of the great Victory Arch, erected by New York city only a few short months ago, speakers attacked our Allies in the war for humanity. Great Britain and France!

From beginning to end the meeting was so violent and vicious in the denunciation of France and the upholding of Germany that it required the full attention of the one thousand policemen to safeguard these fanatical Prussians from the righteous anger of the members of the American Legion and other American citizens who justly resented the attitude manifested.

When an American veteran who had served in France interrupted some of the statements that were being made with the cry:

"Remember the Lusitania! Remember Belgium!"

These German fiends yelled:

"Lynch him! Lynch him!"

That meeting, the reaction from which has stirred the whole nation, is typical of the German frame of mind. The Hun spirit is still as rampant in certain sections of this country as it was during the first two years of the European War. There has been no change in sentiment among these German-Americans. Through fear, in their cowardly way, they kept still while we were at war. Now they are daring to speak out again. They are still the upholders of the sinking of the Lusitania. They still uphold the crimes committed in Belgium. As there is no spirit of penitence, no change of spiritual or moral views by the German people themselves, so there is none on the part of the great mass of German-Americans living in this country.

The thing but for its horrid realness is unthinkable. The Hun—who-is-a-beast, like the leopard and his spots, is unchanging and unchangeable. As on the battlefield he, crying "Kamerad!" shot or disemboweled his magnanimous foe, so now in the pursuits of peace he plots and spreads his preachings of "Deutschland uber Alles" among a people so lost in self-respect, so indifferent to the knowledge that their civilization, like of other peoples, may be destroyed, and who forget apparently that "eternal vigilance is the price of liberty."

What can the people of New York be thinking of that they

permit such a meeting? The Hun is faithless in his friendship; dishonored, self-dishonored, as a foe. To expect a good thing to come out of such a gathering is witless. There is not nor has there been one iota of evidence from Europe that the Hun has changed his ways. His grovelling and whinings over the inadequate indemnity demanded of him bear full witness of that fact. His mental processes are as poisonous as the fumes of the gases with which he waged war; his mind and heart and soul are black with a blackness that can only be polished, never bleached.

## IMMIGRATION ENDANGERS OUR COUNTRY.

AT a special meeting of the New York Chamber of Commerce held on January 20 for the discussion of the question of immigration to the United States, the details of which are found in a supplement to the January monthly Bulletin of that organization, an extremely interesting presentation of the immigration question from Mr. E. C. Miller, a leading business man of New York, was made. In discussing the question of immigration and its dangers to this country, Mr. Miller put the matter in a very concrete form, as follows:

"I rise in support of the resolution of the committee.

"This immigration question can be summed up in three words: selection, distribution and assimilation.

"When we consider that there are 15,000,000 aliens in this country, 10,000,000 of whom cannot speak English, we know that there is not proper assimilation.

"As to distribution, with 2,500,000 men out of employment in this country, it is next to impossible to have proper distribution.

"We come now to the question of selection: The Government authorities admit that there are many thousands of passports being forged, and undesirables are coming into this country by that means and in other ways by tens of thousands.

"In Russia in May, 1919, there was formed at Moscow the Third International, the object of which was to organize the workmen into a proletariat, having for its object revolution in every country in the world. We know something of the loot of Russia and the propaganda that is going on which extends to every country in the world and has for its aim revolution in every country. With their loot they are sending men and women by the thousands and colonizing them in this country to undermine and sap and destroy the bulwarks of democracy.

"What are the principles of socialism and of these Socialists who come to this country and who will be continually added to by this flood of immigration?

"The first principle is the confiscation of private property and the nationalization of all industry.

"The second principle is revolution and destruction of the State and the establishment of what they call 'the Socialist State.'

"The third principle is the organization and rule of the proletariat. This includes every workingman in this country, but not any man who employs labor or who has any rights of property.

"The fourth principle is class consciousness, which consists of breeding hatred between workingmen and their employers for the final purpose of a general strike which shall control all the industries of the country.

"The fifth great principle is that all these aims and principles shall be fought for for all time until the proletariat has accomplished its purpose.

"These are the aims and principles of socialism and of the thousands of immigrants which are systematically being sent into our country by the so-called Russian Government.

"Have the Socialists a propaganda? They have, and it includes, first: Hundreds and hundreds of newspapers and periodicals printed in foreign languages.

"Second—Organized dues-paying groups in every community in the United States.

"Third—Tracts and literature are being distributed to the workmen in every community and hamlet in the land.

"Fourth—They have intercollegiate organizations.

"Fifth—They carry on secret propaganda in our army and navy, so that at a given time the army and navy may be subservient to the proletariat.

"Sixth—They are preaching their doctrines of hate and revolution from soap boxes in every community in the United States, 365 days in the year.

"There is no use for us to put our heads in the sand and imagine that we are safe. This flood of immigration will bring in many thousands of men ready to commit such dastardly crimes

as were perpetrated only a few months ago in the hearing of this chamber, at the corner of Wall and Broad streets, and such acts as the one committed a year ago when 35 bombs were simultaneously sent through the mail to 35 prominent men in this country.

"It was Daniel Webster, who more than two generations ago, when looking forward to these times with prophetic vision, uttered the fervent wish that the 'Atlantic Ocean were a sea of fire to bar forever the horde of immigration which was likely to come to his fair America.'

"Now, in view of these facts, I solemnly appeal to you, gentlemen, to vote for this resolution of the committee, and thereby give notice to the country at large that the Chamber of Commerce of the State of New York stands for the time being for a restriction of immigration which means, in my opinion, the safety of the republic."

There are some people in this country, moved by what they imagine is a humanitarian or religious viewpoint, who insist that we must throw wide open our gates to all of the immigrants of the world. There are others who want immigration merely because it would increase the supply of labor. Neither class is justified in encouraging immigration.

Wide-open gates would mean the destruction of our civilization. We have more people of alien birth and alien thought than we shall be able to assimilate, if such a thing be possible as assimilation, for many years to come. We already have more people in this country than at present we have employment for.

To open wide our gates to immigration on the theory that this is our religious duty would be as absurd as to say that a man must welcome into his home the vile and the vicious whose coming would destroy his own family, merely on the theory that by doing this he would be able to Americanize and Christianize them. No man is required to destroy his own family merely on the theory that any religious obligation to the world demands that his home should become the resort of the vile and the vicious. If he did that, the destruction of his own family would make impossible the doing of any good to those who had wrought this work of destruction.

If we welcome unrestricted immigration, we shall destroy the life of America, and thus our family life, and then this country, which should be the outstanding leader of the moral and religious forces of the world, will have been blotted out. Unrestricted immigration would simply mean the destruction of the moral and religious forces of the nation and the ultimate destruction of government.

The suggestion made by some people that big business interests want unrestricted immigration in order to bring about a larger supply of labor cannot possibly apply to thinking men of broad patriotism, for surely such men would not be willing to endanger the national life merely to enlarge their own supply of labor.

The MANUFACTURERS RECORD was recently criticised by reason of its opposition to immigration at present with the statement that we were upholding a doctrine favored by Samuel Gompers. Granted that this be true, and much as we regret to be working alongside of Gompers on any subject, nevertheless in this matter Gompers is right, and we are glad that he is fighting unrestricted immigration even if he is doing it from what we believe to be a narrower point of view than that of the MANUFACTURERS RECORD.

If there are any who would criticise the position taken by Mr. Miller in the address which he made before the New York Chamber of Commerce, it may be said that he is one of the leading business men of New York and that he is a man of the deepest religious convictions, giving a large part of time and money to the evangelization of the alien element of New York city and to similar work in heathen lands. Mr. Miller very clearly states the case and points to the dangers of unrestricted immigration, and quotes from Daniel Webster the vivid statement that he wished that the "Atlantic Ocean were

a sea of fire to bar forever the horde of immigration which was likely to come to his fair America."

General U. S. Grant was very much opposed to the heavy immigration of his day, and we published a letter last year from his son, Jesse Grant, stating that his father had often expressed to him his opposition to this heavy immigration, and expressed the belief that the time would come when the Anglo-Saxonism of the South would have to save the nation from destruction by the hordes of foreign immigrants.

### A BANKER'S VIEW.

ONE of the leading bankers of the South, in a letter to the MANUFACTURERS RECORD referring to our statement of the tremendous decline in values, due largely to deflation of credit, writes:

"I have read the article on the cover of the MANUFACTURERS RECORD of February 24. It is amazing and shocking. The all-absorbing question now is, What is to be the end of this deflation?" and then he adds: "At the recent meeting of the trust company branch of the American Bankers' Association, Mr. Edmund D. Hulbert, toastmaster, said:

"You remember that when the Aldrich currency plan was formulated, it contained a provision in times of emergency to be determined by the Federal Reserve Board, Federal Reserve banks should be permitted to loan money to member banks on their own obligation, secured by such collateral as the Federal Reserve banks were willing to accept.

"For some unknown reason, that clause was not incorporated in the present Federal Reserve Act, but I notice with much satisfaction that the Comptroller of the Currency a few days ago in making his final report recommended that the Federal Reserve Act be amended to include this provision. Now, I think, in justice to Mr. John Skelton Williams, that it should be said that this recommendation was probably not actuated by any overpowering partiality to trust companies and State banks. It was probably actuated purely in the interest of public welfare, and I hope we will all, collectively and individually, do all we can to see that this legislation is passed and that this amendment is incorporated in the Federal Reserve Act."

Our Southern banker friend, commenting on this, adds:

"I infer from the above remarks that some bankers are beginning to realize that the law authorizing rediscounts, confining the same chiefly to rediscount papers given in ordinary commercial transactions for short periods does not answer such conditions as now exist. \* \* \*

"In view of the heavy decline in values during recent months, purchases, upon which rediscounts were based, have not been sufficient to maintain the amounts of rediscounts with Federal Reserve banks; consequently, we find that loans are being reduced, and correspondingly, I assume, that currency is being reduced. The conditions are becoming more oppressive upon industries and, business generally and consequently are affecting deposits in banks, members of the Federal Reserve System.

"The law governing the Federal Reserve System seems rather restricted, and, as I recall, was so advocated by Mr. Vanderlip during the pending of the bill for the enactment of the Federal Reserve Banking System. The present law should be amended in this respect and also by adding a provision to avoid a repetition of the avalanche of destruction of values, of which we have not an example unparalleled. \* \* \*

"In my opinion it is exceedingly important that measures be adopted speedily to relieve business generally. There should be more currency afloat so that persons and corporations needing to finance for their operations should not be restricted to discounts of paper taken in payment of goods. There must be an ample supply of additional capital to enable business to assume its normal operations. The rate of discount in New York—7½ to 8 per cent—to the banks is ominous.

"I don't see the wisdom in the high rate charged by the Federal Reserve banks on rediscounts to member banks. Furthermore, the profits of the New York bank, reported for last year at 227 per cent of its capital is an outrage on civilization and business. The excess profit, of course, goes to the Government, but the Government has lost many times the amount in income tax it would have received from profitable operation of industries if there had been sufficient currency afloat and the rate of discount had been reasonable."

The statements of our banker friend are indicative of the feeling of a great many bankers throughout the country, but

they live in such fear of the power of the Federal Reserve Board that they dare not make public their views. The writer of the letter from which we have quoted is one of the most prominent business men in the South. He is tremendously impressed with the unwisdom of the acts of the Federal Reserve Board, but he, like nearly all others who write us on the subject, asks that his name shall not be made public.

This is merely a fulfillment of a statement made by Senator Owen many months ago in the MANUFACTURERS RECORD, one of the creators of the Federal Reserve System, who in denouncing its methods said that the banks dare not take the initiative in antagonizing the Board for fear of their own existence, so great is the control of the Board over its members.

### GRAVE IMMIGRATION PROBLEMS FOR WHICH PRESENT LAWS ARE INADEQUATE.

IMMIGRATION figures for the year 1920, based upon data furnished by the Commissioner-General of Immigration, furnish food for thought, if not just cause for alarm. They should thoroughly dispel the doubt expressed by certain members of Congress during the hearings on the Johnson bill for the temporary exclusion of immigrants as to the existence of an "emergency" in our immigration problem.

The total number of immigrants during the year 1920 was 621,576, as compared with 237,021 during the year 1919. The excess of immigrant aliens over emigrant aliens (i. e., those departing whose permanent residence has been in the United States and who intend to reside permanently abroad) was 141,086 in 1920, as against 17,610 in 1919. There was an increase numerically in immigration from Northern and Western Europe from 73,511 in 1919 to 183,233 in 1920, but a decrease in the percentage of this class of immigration from 52.1 to 42.6 per cent, while from the southern and eastern portions of Europe there was an increase of from 14,788, or 10.5 per cent, in 1919, to 164,354, or 38.2 per cent, in 1920.

The average amount of money brought in in dollars was 112.17 in 1919, as against 76.63 in 1920.

The percentage of aliens certified as physically or mentally defective who were admitted was 87.6 in 1920, an increase from 76 in 1919.

In commenting on these figures, the Immigration Restriction League says:

"The year 1920 shows a return toward pre-war conditions. This appears not only from the increase in total volume, but in the falling off of Teutonic and Keltic races, and the increase of Slavic, Iberic and Semitic races, and in the smaller amount of money shown per capita. The prospects are for an unprecedented volume of immigration during the next few years, in which that of the record year 1907 (1,285,349) will be exceeded."

Surely the emergency is here. Blind, indeed, must they be, members of Congress or otherwise, who are unable to see it. But if further light is needed, let them turn to the appalling spectacle at the ports of entry for immigrants into the United States. Despite the supposedly rigid inspections of departing emigrants from Europe, almost daily ships enter our ports bearing another cargo of potential typhus-spreading refugees. It were bad enough if the peoples of the earth could be isolated; if it could be said that such and such a nation was the breeding-place of disease, and its nationals consequently be barred. There might therein be a simplification of the matter. But all Europe is permeated with the trickling threads of fleeing humanity from the east and south of the Continent. They flee poverty and disease—carrying both with them—and they flee the responsibility imposed upon them as nationals of their State to aid in its reconstruction, and in their effort to evade

responsibility they evidence lack of worth or ability to assume similar burdens in new lands. State lines are tenuous; their governments largely without pre-war integrity. It is impossible to sift the potential good from the inchoate mass. We must lock the door, or the trinity of evils that has marked the epochs of man's development—war, pestilence and famine—will be ours.

We believe that the American people, whom God has so abundantly blessed in material things, in opportunity and geographic isolation, can avert from themselves the pestilence and famine that world history teaches are corollaries of war, but we do not believe that they can do so by closing their eyes to conditions. We must exclude the hordes of war-devastated Europe who are bringing to us the hell-broth of anarchism, nihilism and socialism, and the bodily ills of typhus and other poverty and filth-produced disease.

It is argued by certain of those in Congress that the existent Federal statute providing for emergency exclusion of persons or property by executive order meets the situation. We believe this to be inspired by congressional moral cowardice which seeks to evade the issue. The act in question provides that "whenever it shall be shown to the satisfaction of the President that by reason of the existence of cholera or other infectious or contagious disease in a foreign country there is a serious danger of the introduction of the same into the United States, and that notwithstanding the quarantine defense this danger is so increased by the introduction of persons or property from such country that a suspension of the right to introduce the same is demanded in the interest of the public health, the President shall have the power to prohibit, in whole or in part, the introduction of persons and property from such countries or places as he shall designate and for such period of time as he may deem necessary."

The value of this statute lies in its permissible applicability in a sudden emergency. It is true that such an emergency may, if the policy of inaction be persisted in, arise. But we oppose at all times the taking over by the Executive of legislative powers. The Constitution clearly provides the methods under which our nation's laws shall be administered and our country involved.

The last Congress, after dallying too long over the question, debating the "emergency" and otherwise evading the issue, agreed to a bill that would have limited immigration to 3 per cent of the nationals of others lands in the United States at the time the census of 1910 was compiled. This measure was not finally adopted by both Houses of Congress until Saturday, February 26. It made possible just such action as was taken. The then President killed it by "vest-pocket veto." The Congress was to blame, in part, for this failure of necessary and proper legislation, because, had the matter received the consideration it deserved, the bill would have been passed much sooner; Mr. Wilson would have been forced to act, and, if necessary, the legislation passed over the veto.

THE MANUFACTURERS RECORD regards the present condition, so far as immigration is concerned, as an emergency condition. We believe that a temporary measure equally strong with the Dillingham bill, which was passed by the last session of Congress, should be enacted as soon as the new Congress is called together. Under such a measure a stop would be put upon the immigration flood. This could be followed by the enactment of permanent immigration legislation; legislation founded upon a study of actual conditions surrounding potential immigrants; their chances for absorption of Amer-



ican ideals and standards, and, most important of all, our real need for them and the certainty with which we shall absorb them into our nation.

Close the door by statute, gentlemen of the new Congress. We must have opportunity to set our house in order.

## A RAILROAD CRITIC WHO NEEDS TO STUDY MORE.

Rossiter & Sauer,  
Sales Engineers,

Houston, Tex., February 11.

*Editor Manufacturers Record:*

Dear Sir—The writer reads with a great deal of interest your articles concerning the denationalization of the railroads. It certainly appears that your articles are prompted by investigations conducted from the chair at a desk or from car windows. The writer comes in very close contact with railroads in the South, not from the desk or from the car windows, but by the visiting of plants and careful observation. His observation is as follows:

The efficiency of the railroads is twofold, or at least has been in the last three or four years. In the first place, we can agree with you that labor has been inefficient, and is still inefficient, and will continue to be inefficient as long as we have inefficient managements of the railroads. This inefficient management of the railroads, as far as we observe, is universal in the Southern lines. The plant equipment used at all of the shops and roundhouses is usually second-hand equipment that has been picked up from discarded manufacturing plants or is broken-down locomotive equipment.

The system in which the railroads are being operated does not only cause an increase in the cost of freight and passenger rates, but is an absolute crime to the nation in the wasting of our natural resources. I can name instances after instances where railroads are using discarded locomotive air compressors in their shops and roundhouses, and these compressors use seventeen times more steam than an efficient compressor sold by any one of four or five manufacturers. I have talked with chief engineers of large systems who did not even know what a feed-water heater was. It is a well-known fact that a feed-water heater saves from 10 to 15 per cent in fuel on any installation. I can mention an instance of the president of a large Southern road who bought second-hand machinery for his main shop inside of the last six weeks. The same machinery will cost him at least 2200 barrels of oil per year more than an efficient unit he could have purchased. Figuring oil at \$1 per barrel, his loss per year is \$2200, and with money at 8 per cent, his capital expended in the difference is \$27,500, while the cost of a first-class efficient unit would have been less than \$20,000.

I am only naming you a few instances. These are brought to my attention especially, as I investigated a good many power plants for the Fuel Administration during the war, and I am free to say that my observation of the conduct of the management of our railroads as to efficiency in the use of fuel, and that is only one of their many items, could not be less if it was placed in the hands of schoolboys.

I do not know what the remedy is, but surely the Government must protect our natural resources against inefficient railroad management or we will soon be at the end of our string as to our fuel.

C. C. SAUER.

If Mr. Sauer's suggestions in regard to railroad operations are no more accurate than the opening paragraph, in which he suggests that the discussion of the railroad situation by the MANUFACTURERS RECORD is based on investigations conducted from the chair at a desk or from car windows, then not very much value can be attached to the statements he makes about railroads. Possibly, however, his other statements are more accurate than that one.

It is possibly true that railroads have bought second-hand machinery, which, in the long run, is most unprofitable, but many a poor man buys the poorest quality of clothes, which, in the end, become most expensive, because he has not the money with which to buy a better grade. All the desire in the world

which prompts him to want a better grade and his knowledge as to the costliness of buying the cheaper grades does not help him to get the actual money.

The railroads are practically on the verge of starvation, financially. They are putting up with anything which they can use as a piece of machinery. We have looked upon many freight cars that are now being used on Southern roads with amazement that they hold together. Thousands of them look like they would drop to pieces, and this, too, on roads which prior to Government control were maintained at the highest degree of efficiency. But the Government robbed the railroads by piling expenses upon them and unnecessary employees to the extent that the roads are in the condition of the very poor man who buys a very cheap and shoddy suit of clothes, even though he knows it is the costliest in the end, merely because it is impossible to help himself. The freight cars on some Southern roads which look as though they would go to pieces any minute, like the one-horse shay, are not kept in that condition because any official connected with the road desires to do so, but because the road is as poor as the poorest man who buys the shoddy clothes.

A short time ago the writer saw a big flock of turkey buzzards, the scavengers of warm countries, which are known never to begin their work upon an animal until it is dead, walking up and down the tracks of a Southern railroad. These turkey buzzards looked as though they had found a carcass, and the roadbed looked as though it was dead enough for their plucking to begin. The situation, amusing as it was, as these buzzards strutted up and down the ties, which were rotten, and the roadbed which was going to pieces, brought to mind the idea that they were not so far out of the way, for every road in the country was very nearly in a situation indicated by the presence of these turkey buzzards over the railroad which seemed nigh unto death. The Government began to pick the flesh off the railroad before they were dead. The turkey buzzard never goes that far. The buzzard, it is said, in order to make sure that he is not beginning on an animal that is still alive, first plucks out its eyes. In this case the Government plucked out the eyes of the public and made the people of the country blind to the whole situation, blind to the fact that it had clubbed the railroads so hard that they were lying almost at the point of death, and then it kept on piling unnecessary expenses upon them. It added thousands and tens of thousands of unnecessary laborers, and voluntarily over and over again increased the wages of all these laborers. Every time there was a labor dispute the Government made a rule to decide in favor of the laborers and to date their excess pay back many months; thus the railroads never knew how far back they might have to go in the back-pay question.

No wonder railroad officials cannot accomplish all that they desire. Many of them have had the most incompetent laborers forced upon them, and they have not been able to control these men nor to demand efficiency of them. Railroad owners and railroad managers have very little control over railroad employees or over the management of their own properties. They are helpless, and the Government has stood over them for the last four years and clubbed them almost unto death. Their treasuries are empty, their roads are overburdened with laborers, far more than are required; their rate of wages is far beyond the ability of the roads to pay, and increased freight rates, instead of saving the railroads, only serve to lessen the volume of traffic handled. Never have we seen a more pitiable condition than the thousands and tens of thousands of freight cars which are dropping to pieces because the railroads cannot put them in the shops for repairing or repainting.

Nevertheless, we publish Mr. Sauer's letter, with the suggestion that a man who knows as little about the work of the MANUFACTURERS RECORD as he does in studying the railroad and other problems of the day may possibly know something about the other questions which he discusses.



# The Adamson Law, Conceived in Iniquity, Has Brought Forth the Inevitable Product of Its Sin

## WHEN THE ADMINISTRATION SURRENDERED TO THE REVOLUTIONISTS THE NATION'S HONOR WAS RAPED

In the fall of 1916 the MANUFACTURERS RECORD, working in harmony with the foremost papers of the United States, vigorously fought to prevent the surrender of our sovereignty to the revolutionists who demanded that they be allowed to dictate legislation or else starve the nation by stopping all transportation. It was a scheme as diabolical as that of Germany. For its own aggrandizement Germany brought on a world war; for their own right to loot the nation, the railroad brotherhoods threatened a war against a hundred million Americans, a war to starve this country into subjection, caring not how many babies, women and sick died for lack of food so that they might bulldoze the nation to surrender its sovereignty and cowardly to grovel at their feet and lick their hands. President Wilson not only demanded that Congress should surrender to them, but when he signed the terms of surrender, known as the Adamson Bill, he used four gold pens and gave one to each of the revolutionists to whom he had abjectly bowed.

Once more the nation faces an acute railroad situation. It is now paying the fearful penalty of its surrendered sovereignty, and it still hears the cry of the leech, "More, more!" The answer should be the repeal of the Adamson Bill and of all legislation which takes from the railroad managers and owners the right to operate their lines and puts it into the hands of the employees to dictate absolutely practically every detail of management. The high freight rates which are destroying prosperity are the direct outcome of the Adamson Bill surrender. We must retrace our steps, or as a nation go down in ruin.

In order to refresh the memories of our readers, we republish some of the articles which appeared in the MANUFACTURERS RECORD during the Adamson Bill campaign, in which the outcome as we now have it was so clearly forecast.

In 1916 the sovereignty of this Government was surrendered to certain revolutionists posing as the spokesmen for the railroad brotherhoods. These men appeared in Congress and at the White House and demanded that within a given number of hours such legislation as they desired should be passed, and then when Congress had cringingly surrendered the nation's sovereignty into the hands of revolutionists, they refused to accept the word of President Wilson that he would sign their bill until he had actually done so.

At that time the MANUFACTURERS RECORD said: "It is scarcely conceivable that President Wilson, when he was denouncing labor unions, could have ever imagined that before their supposed political power he would bow and demand that the Congress of this, the supposed greatest nation on earth, should do the behest of these browbeating and bulldozing leaders, and that when the bill had passed Congress he would have to persuade these men, on the promise of his personal honor as a gentleman, that he would sign the bill in order to induce them to call off the strike, and then having done this, he would sign it with four separate pens and present to each one of these men one of the pens thus used."

Very naturally, this revolutionary proceeding called forth the bitterest denunciation by the foremost papers of the United States without regard to party. At that time, in order to show the independence of thought in the South, the MANUFACTURERS RECORD quoted from a large number of leading Southern Democratic papers.

These were but typical extracts from many editorials which appeared in the foremost papers of the South. The issue has come back to this country to plague us once more, and it must now be met with a definite determination as to whether the labor unions shall at any time have a right to enter the halls of Congress and compel that body, through the weakness of politicians, to meet their demands for any legislation which may serve their purpose.

If the farmers of the country should unite through some organization and demand of Congress the passage of a bill to meet their views, or else refuse to permit a single pound of foodstuffs to be shipped from the farms to the cities, they would certainly not be any more beyond their rights than are the railroad men or many other labor organizations.

If the bankers should say that they would not make another loan, but would bring chaos upon the country unless some particular bill that they wished should be passed by Congress, they would be entirely within their rights as compared with the demand of the railroad men.

If every physician in the country should, on a moment's notice, say to Congress that "unless a bill is passed in exact accordance with our views we will not attend a single patient, and millions may die for what we care, unless you grant what we demand," they would not be going beyond what the railroad men are demanding.

[FROM MANUFACTURERS RECORD, SEPTEMBER 7, 1916.]

## The Rape of the Nation's Honor

### WHAT SOUTHERN PAPERS SAY OF THE SURRENDER OF PRINCIPLE AT THE BEHEST OF FOUR MEN

The honor of the nation, the welfare of democracy, the stability of our republic have been bartered for an imaginary present ease! Congress has yielded to the bulldozers! But the country's situation will be like that of the man who once puts himself into the hands of blackmailers, for then he finds that it would have been better to have tied a stone around his neck and jumped overboard, for henceforth he has ceased to be a man; he is but the servile, abject, cowardly, cringing semblance of a man, dominated by those who once have been successful in blackmailing him.

For honest and legitimate labor the MANUFACTURERS RECORD has the highest respect. It would seek for the largest pay and the shortest number of hours compatible with strength and with work and the highest advancement of humanity, but for men who dare, as the leaders of the railroad brotherhoods did, to bulldoze the nation by threatening starvation unless their terms were granted, it believes that no denunciation can be too strong for these men who, using the power of the hundreds of thousands of good, honest men back of them and abusing that power—for we are sure many members of these brotherhoods would not uphold them—have wrought for the nation and for themselves not wisely, but disastrously. These men have sowed in the hearts of American people a hatred to labor unions, a hatred as great as that expressed by President Wilson when, in 1909, he wrote: "I am a fierce partisan of the open shop and of everything that makes for individual liberty." And yet these men are not deserving of condemnation one-tenth so bitter as are the men who, without even a struggle, yielded the nation's honor and voted as these men dictated.

These labor unions have made the people of this country determine that this nation shall not be ruled by organized labor any more than by organized capital. They have sown the seed of discord which will ripen into a bitterness that will know no end until the evil that has been done has been destroyed and until it shall be made known throughout the length and breadth of the land that no organization can, by the power of threats, the promise of votes or for other things, trade away the nation's independence.

The question has not been settled. No great economic or ethical question is settled until it is settled right. The labor unions have lost the friendship of millions who have believed that they were doing some good and who, unlike President Wilson, were not "fierce partisans of the open shop," but henceforth the man who will really lead in following President Wilson's desire to be "a fierce partisan of the open shop" will find that he has a big majority of the American people back of him.

The papers of the country are discussing these questions with unwonted vigor. While some of them have been willing to seek domestic peace, regardless of the sacrifice of honor and principle, many others are vigorous in their denunciation of this policy. From a few Southern papers, in order to show the vigor with which many of them are denouncing the surrender of Congress, we are taking a few extracts. Many of them are strikingly strong. The Baltimore Sun, for instance, one of the most ardent supporters of the Democratic party and of the Administration, one that was a leader in demanding some congressional action, seems to have caught a new vision of the subject, and on Monday last, among other things, said:

**"Like dictators, they established themselves in the Capitol, and at the point of the strike bayonet forced Congress to obey their orders. \* \* \***

**"They carried their defiance of public opinion so far as to announce immediately after the passage of the emergency measure by the Senate that they would not rescind the strike order until the bill became a law with the President's signature attached. And the extraordinary spectacle was presented Saturday evening at the capital of this country of the President of the United States having to beg the big railroad chiefs, through his Secretary of Labor, to call off the strike before his actual signature was appended to the measure, and to accept his word of honor as a gentleman that he would sign it without fail bright and early Sunday morning."**

Other papers are equally as vigorous and show that they have clearly sensed the significance, the real meaning, of this momentous hour in the life of the Republic.

[From MANUFACTURERS RECORD, September 21, 1916.]

## "At the Forks of the Road" — "God Help Us to See Quickly the Right Way We As a Nation Should Go"

In a great national emergency the newspaper which does not give voice to its honest convictions, but permits party affiliations to cause it to withhold its views, is false to its trusteeship and to its responsibility to the nation, for every newspaper is more or less a public institution, with a responsibility greater than that of any other institution in the world, except the ministry of the Gospel itself.

It is, therefore, significant that many newspapers of the South recognize this responsibility and, regardless of party affiliations, are giving voice to their convictions in regard to the way in which President Wilson and Congress permitted the nation's honor to be assailed and the nation's independence, temporarily at least, to be destroyed.

Had an armed insurrection made a demand upon the President and Congress that the rights of the public should be bartered away, or a demand for a complete surrender of the Government to the insurrectionists, or had a foreign Power sent its Ambassador to the White House and to the Capitol and demanded tribute in order to prevent war, the situation would not have been so serious as that which this country now faces.

Under the threat of those who demanded that we should pay tribute to them, and that the President and Congress should abdicate their power and that the nation's honor should be trampled in the dust and its flag spit upon in contempt, or else these insurrectionists would seek to bring poverty and suffering upon the people of the country, sick and well alike, the President and Congress servilely yielded and then bowed down to the four men who had thus played the role of the highwaymen.

The invasion of Belgium and the destruction of that country by the armed forces of Germany was paralleled by the ruthless invasion of the rights of this country by the railroad men who threatened as dire destruction of the prosperity of the country as the invading German army wreaked upon unfortunate Belgium, even though their threats could not have been carried out.

Belgium had the heroism to contest the right of the invader to trample upon its soil, to bring poverty and suffering upon its people, and the King and the people of Belgium, who preferred poverty and death with honor to possible prosperity and life with dishonor, rallied to the nation's call—while, in this country, Congress, led by the President, preferred prosperity with dishonor to even the threat of poverty with honor!

That we are not putting the case too strongly we have reprinted from some of the foremost papers of the South comments on this situation more vigorously expressed than it has been in the power of the MANUFACTURERS RECORD to state the situation. In our issue of September 7 we published five or six pages of such extracts from the editorial columns of leading papers in the South. Today we give others covering the same situation.

Are the statements of the MANUFACTURERS RECORD too strong? Note the language of other papers:

"In every essential of the spirit and purpose of treason, it was treason. \* \* \* It may be, indeed, that it were better for the Republic, better for us all, that we had met the issue then and there, and full in the face, than parley with highwaymen. But the situation what it seemed, and human nature what it is, the Courier-Journal gave the officials the benefit of their doubts and fears, and with the horrid, enlightening incident for warning and admonition, proposed to hold itself ready with the next succeeding session of Congress to demand such legislation as will make the recurrence of such an issue and exigency impossible."—Louisville (Ky.) Courier-Journal.

"The passage of the eight-hour bill is the most pusillanimous act in the history of the American Congress. We are unable to recall a single instance when the legislative body of the United States Government so abjectly surrendered its right of deliberation as it has done in this case. Urged to immediate action by a frightened executive, it has rushed through legislation of the most radical and revolutionary character—legislation that is probably, if not certainly, unconstitutional, without the slightest effort having been made to weigh its justice or injustice, without the least consideration of its possible consequences. It is probably true that by this act a public calamity has been temporarily averted, but that does not alter the fact that it has been done under duress, that the great Government of the United States has raised the white flag without even a show of resistance."—St. Louis (Mo.) Globe Democrat.

"It is a pitiful surrender of the national lawmaking body. United States Senator Borah tartly observed: 'If, indeed, we are met here with a demand which we cannot postpone, which we must execute without information, and, most of all, which we propose to execute without information,



then, indeed, the spirit of the fathers has departed and the halo which has hung about this chamber through more than a century past will soon be dissolved.' When told that the bill he had ordered fastened upon the country was ready for his signature, Mr. Wilson is reported to have said, 'It is the climax of a very happy day.' But not for the country."—Richmond (Va.) Evening Journal.

"The President is acting on the theory that it is better to settle the impending strike wrong than not to settle it at all. If Congress acts on this view, it will commit a grave mistake. It were far better to have the contest and fight it out before the public than to commit an injustice either to the public or to the railroads and their owners for the temporary advantage of a truce which cannot be lasting peace unless at the cost of great injustice to vast interests. An increase in the rates means that transportation of all American products will be more costly. This will react on every class of citizens. The farmers will be less able to compete with other nations in the sale of his wheat, corn and cotton abroad, because it will cost more to get it abroad. The manufacturer will meet the same difficulty with his manufactured products. It tends, just to the extent of the increase, to cut Americans out of the markets of the world, where competition was already before the war very keen, and will again be very keen. It is a serious matter."—Staunton (Va.) Daily Leader.

"One hundred million American citizens, who had most at stake, were not consulted by their representatives in the Congress of the United States who Saturday surrendered their legislative power to organized railroad labor in this country. The people of the nation have not passed upon the merits of the brotherhood demand for an eight-hour 'basic day' as the measure for fixing wages, which is equivalent to a demand for higher wages; but they have witnessed the method employed in the hold-up, and stamp upon it the seal of their severest condemnation. Threatening 100,000,000 men, women and children of the United States with starvation and America with commercial and industrial war, railroad labor, holding a watch in one hand and a pistol in the other, has said to Congress: 'If you don't give us what we want by Monday morning, we'll blow the business of this country to pieces, stop the United States mails, paralyze the railroads and let the people starve.' As the New York Times has said, railroad labor has blackmailed the whole nation under the threat of a strike, extorted from a nation's legislature a special act granting the demands of the brotherhoods without giving time to inquire into its justice or practicability, put upon the country an 'intolerable humiliation,' reduced the American people to 'a condition of vassalage,' since they have not been permitted to enact laws that freely express their will, and have been held up and forced to instant compliance with the terms imposed upon them by the leaders of the organizations representing only 400,000 people. Never before has the Congress been forced to make laws 'under the threat of a small part of the people to do immeasurable and irreparable injury to the others. If such an outrage can be put upon us unresisted, we have lost our republican form of government.'

\* \* \* Moreover, the storming of the Capitol was adroitly timed. In the midst of a presidential campaign, the brotherhoods sprang their unreasonable and extortionate demand and menaced the closing months of the most successful and peaceful administration that the country has known in 50 years with national disaster and ruin. The country has paid dear for this 'peace at any price.' A most dangerous precedent has been established. How will another group of men, representing other vital interests and possessing the power, confront Congress with a like demand? Where will this policy of surrender end? What has become of 'the rule of reason' which is supposed to govern the settlement of economic questions in this Republic? What has become of our sacrosanct doctrine, hallowed by the fathers, of 'equal rights for all and special privileges for none?' Is the constitutional process of deliberate legislation to be subverted by a form of mob violence? Is this a government of law or a government of men?"—Greenville (S. C.) News.

"Men are trying to blink the situation, but the fact remains that we have traveled further these past four years in the direction of Nationalism than in our whole previous history. Some tell us that it is obedience to the law of evolution, against which no people can forever stand. For our part, it seems to destroy the individual, and that way, as we see it, is death to liberty."—Waco (Tex.) Times-Herald.

"The country will pay—'It may have to pay next in human lives, in disorder and in general destruction of property—but, above all, it may have to pay in the loss of free government, of free speech and in the domination of one class of citizens over all the others.'"—Augusta (Ga.) Chronicle.

"The men, on the other hand, win almost a complete victory in the proposed legislation. The President sided with them quite openly and frankly. He advocated arbitration, but he dropped his insistence for arbitration in the face of the men's refusal to accept it. In his address to Congress the President had some excellent things to say of the principle of arbitration. He still hopes to see it



established some time in the future. But he refused to insist upon it in the pending controversy. He told Congress 'It has been rendered impossible by the attitude of the men.'—Montgomery (Ala.) Advertiser.

"It seems that the roads have gone just about as far as they are able to go, and we believe that this thing has got to be settled at some time, and the sooner the better. The people of the entire country will have, at last, to bear the burden that these strike makers are trying to place upon the roads. This is fully understood, and public sentiment will place the responsibility where it properly belongs. Samuel Gompers and his crowd have oppressed the country long enough. It is time that a halt was called. We have no sympathy whatever with Congress in passing a law to gratify people who are showing themselves to be entirely unreasonable. They are for self and have no regard for the common welfare of the country. They are just as little concerned about their fellow-laborers as they are for the men who are higher up."—Greenwood (S. C.) Daily Journal.

"We are told that Congress has acted in the interest of peace. But is peace so sweet as to be purchased at the price of liberty? And does this submissive action of Congress tend to bring stable peace? Is it not an incentive to agitation? Is it not an invitation to every other vote-controlling organization to raid Congress and make selfish demands? Nay, is it not pandering to the selfishness of an organization which threatened to paralyze the transportation facilities of the country with its nation-wide results? Is it not confession on the part of Congress that a fraction, and a small fraction, of citizens have it in their power to bring disaster upon the entire country?"—Newport News (Va.) Daily Press.

"As we see the Adamson bill, it is outrageously unfair to the railroads. It assumed, in the first place, the essential dishonesty of the managers, in their claims that the roads could not meet the increased charges. It denied to the railroads their day in court by abrogating the principle of arbitration. It is unfair to the brotherhoods, whatever they may think of it for the moment. It is a temporary settlement. The legality of the act is certain to be challenged, and it may be found that the brotherhoods have been effectually, if unwittingly, gold-bricked. It would have been far better to have permitted the Interstate Commerce Commission to have impounded their pay, pending prompt and honest investigation of the merits of their case, and then to have secured a just as well as an enduring decision. It would have been infinitely better to have secured a decision which the public knew to be right and proper."—Greensboro (N. C.) Daily News.

"One thing or the other—but whichever way one of the most remarkable, most vital pieces of legislation ever enacted in the history of the earth. Its final disposition will mark the choice at the forks in America, and eventually for all the world, one way or the other."—Macon (Ga.) Daily Telegraph.

"Congress has just passed an act that, so far as we can recall, is unparalleled in American history. It was a disgraceful act. Congress represents the United States of America—a nation with more than 100,000,000 inhabitants, the wealthiest and most progressive nation on earth, and one of the most powerful. In behalf of that nation Congress surrendered to the demands of a comparatively small percentage of the men engaged in transportation without investigation and without consideration."—Jacksonville (Fla.) Times-Union.

"As matters now stand, there is the possibility that the trainmen will lose what they temporarily gain by legislation in the court findings to the effect that the eight-hour bill, as passed yesterday, is unconstitutional because it is class legislation. Whether the law is unconstitutional or not we are not prepared to say, but prominent lawyers in various sections of the country are reported to have stated that the bill would not stand the test in any court. However, all this is beside the question at present in view of the very welcome fact that there will be no strike in the immediate future. In any event, future generations, as well as the present generation, will look back with mixed feelings on the spectacle of the national lawmaking body of a great world power breaking its neck to pass legislation in order to save the country from a calamity that would wither and blight its commerce and industry."—Asheville (N. C.) Citizen.

"Of course, such a law won't stand. It is not intended to stand. It is merely a play for time—until after the national election. Politics—simple, but not pure. \* \* \* A shameless surrender, rather, to the purely selfish demands of a body of men who are supposed to control some 400,000 or more votes. \* \* \* Well may it be asked—whither are we drifting? Or perhaps 'plunging' would be the better word."—Augusta (Ga.) Chronicle.

"'Hands up!' cried the brotherhoods, in effect. And the Congress, having for a precedent the example of no less illustrious a personage than the President of these United States, promptly made haste to hold up both hands in token of unconditional surrender."—Roanoke (Va.) Times.

**"The four brotherhood chiefs took unto themselves the power of the executive and the power of the legislative body of this republic. It remains to be seen whether they will take unto themselves the power of the judiciary, or whether the judiciary restores to the executive and to the legislative branches of the Government that which they never should have surrendered. If this is to remain a government of the people, by the people and for the people, they have before them a problem of supreme importance."**—Memphis (Tenn.) Commercial Appeal.

**"The trouble is temporarily averted, so far as tying up the railroads is concerned, but only to that extent. A bigger problem than ever has been opened up."**—Macon (Ga.) Daily Telegraph.

**"Yielding to threats made by four men, the Congress of the United States, coerced by the President of the United States, is about to enact the eight-hour day law for the benefit of a comparatively small percentage of the people of the United States. It is a shameful state of affairs, all the more reprehensible because unnecessary. It is a terrible betrayal of public confidence, a rank injustice to the whole people."**—Richmond (Va.) Evening Journal.

**"The empire of Rome was offered to the highest bidder by the army. Is it less shameful to see a government sold for votes than for money?"**—Jacksonville (Fla.) Times-Union.

**"If the brotherhood, having control of a great industry, can demand of capital or of property anything that suits its fancy, and with a threat to demoralize the whole nation, carry its point, then we are hastening to a civil war."**—Greensboro (N. C.) Daily Record.

**"There are indications that the government founded by Washington, in the preservation of which Lincoln was instrumental, has arrived at the forks of the road. God help us to see quickly and right the way we as a nation should go."**—Knoxville (Tenn.) Journal and Tribune.

**"The public's rights were ruthlessly disregarded, subordinated to servile subserviency to the brotherhoods whose demands were meekly complied with in every particular."**—Roanoke (Va.) Times.

**"Thoughtful persons would question whether the precedent established is not too great a price to pay for the mere postponement of issues on which the very life of the nation hangs."**—Norfolk (Va.) Pilot.

**"Could anything be more impertinent, more arbitrary, more revolutionary? If this be done, then indeed has the limit been about reached and an end has come to free government."**—Augusta (Ga.) Chronicle.

**"Whether the conflict between capital and labor, which is fairly on, will end in revolution and civil war will depend upon the self-control of all classes—the intelligence and virtue—of the people."**—Louisville (Ky.) Courier-Journal.

**"The News believes in a Government of public opinion, and, believing in that, it is necessarily opposed to terrorism. Even a logician ought to see how that may be."**—Galveston (Tex.) Daily News.

**"Willing to pay inglorious tribute to get peace."**—Dallas (Tex.) Morning News.

**"Now, it is time for the producers of this country to let their Representatives in Congress hear from them. The idea of its being impossible to enact legislation that will forever make it impossible to stop the transportation of this great country ought to be abhorrent to every freeman. We very much mistake the temper of the American people if they are going to admit that they are helpless in such a situation."**—Staunton (Va.) Leader.

**"If the President's legislative plan prevails, 'then we must admit the futility of our present Constitution.'"—**Jacksonville (Fla.) Times-Union.

**"Are we 'no longer a nation of manly men, but a herd of craven cattle?'"—**Newport News (Va.) Daily News.

**"It is not the relief given to the railroad men, but it is the dangerous precedent set which may start the red blood of anarchy and monarchism if the ballot be used as the billet of blackmail or coercion."**—The Cotton and Cotton Oil News, Dallas Tex.

**"Sufficient-to-the-day Washington aggregation."**—Macon (Ga.) Daily Telegraph.

**"The country is sensible of a humiliation in having been held up for a tribute."**—Dallas (Tex.) Morning News.

**"A coerced Congress sponsored an illegitimate offspring."**—Richmond (Va.) Evening Journal.

**"Worse and more of it. The Supreme Court must stultify itself."**—Augusta (Ga.) Chronicle.

**"The whole country would have blazed with righteous wrath."**—Greensboro (N. C.) Daily News.

**"Time to let Congress hear from the country."**—Staunton (Va.) Leader.

**"Are we no longer a nation of manly men, but a herd of craven cattle?"**—Newport News (Va.) Daily Press.

**"Not a country of despots, but of freemen. Is it?"**—Greenwood (S. C.) Daily Journal.

**"The Constitution treated as waste paper."**—Jacksonville Times-Union.

**"Opposed to terrorism."**—Galveston (Tex.) Daily News.

**"The utterances of Senators and Representatives who voted for the law with the firm conviction that they were being clubbed into it will amply suffice."**—Paducah (Ky.) Evening Sun.

**"If President's legislative plan prevails, 'then we must admit the futility of our present Constitution.'"**—Jacksonville Times-Union.

**"Why not a universal strike?"**—Greenville (S. C.) News.

**"A dangerous principle."**—Houston (Tex.) Daily Post.

**"Instrumentalities of Government were prostituted."**—Greensboro (N. C.) Daily News.

**"Will we be precipitated into some bloody abyss?"**—Louisville Courier-Journal.

## The Public Pays the Cost—

**"Says the trainman to the owner:**

**'More money and less time.'**

**Says the owner to the shipper:**

**'Your freight rate's got to climb.'**

**Says the shipper to the dealer:**

**'Small bills are double-crossed.'**

**Says the dealer to the public:**

**'Now, darn you, PAY THE COST.'"**—Johnson City (Tenn.) Comet.

The MANUFACTURERS RECORD deems it its duty to the South and to the nation at large to present this symposium of the views expressed by many of the most thoughtful newspaper men of the South. These men have had the courage of their convictions, and, regardless of political affiliations and the close ties which most of them have had with the Administration, they have had the courage to dare to express their honest convictions. Any who down in their hearts have the same convictions, but who, from subserviency to party or from fear of loss of business, fail to cry aloud and warn the country against the dangers which we are facing, are cowards, recreant to their responsibility.

The acuteness of the railroad situation and the determination of railroad men, notwithstanding the chaos in business, to demand a continuation of the wages and the control of railroads granted to the railroad brotherhoods by the Adamson Bill, has made it wise to republish the foregoing, which we first published when the bill was under discussion.

All that the MANUFACTURERS RECORD and other papers of the country which we have quoted said at the time is now being fulfilled. We must retrace our steps and the country must be brought to its senses and the backbone of the nation must be strengthened in a determination that the railroad men shall not absolutely rule and ruin this country. Every farmer, every business man, indeed, every consumer, in the country is necessarily vitally interested, because patriotism demands that we shall regain the sovereignty which President Wilson and Congress cowardly yielded to the threats of the railroad brotherhoods. Until we have regained that sovereignty this country is merely a vassal, dominated by the railroad operatives. But outside of the question of patriotism and the necessity of regaining our sovereignty every consumer in the country is being heavily taxed by reason of the enormous freight rate, which is destroying the possibility of profitable shipment of farm products and of merchandise and thus adding an enormous burden to the cost of living.

The business interests of the country, from the largest to the smallest, from the great manufacturer to the corner grocery, are hampered, restricted and shackled with a load too heavy to bear by reason of the Adamson Bill. National safety demands that the country shall unitedly determine to take from the railroad brotherhoods that drastic power which they now have and which they are using to the destruction of the transportation interests of the country, to the increasing poverty of the farmers and to the lessening of all business prosperity and employment. The whole scheme of the brotherhoods, from the beginning up to the present time, is an effort to bring about Government control in order that they may continue to loot the country through the domination of politics. That way leads to certain national death.



[The Augusta (Ga.) Chronicle, September 3, 1916.]

## Is This Great Republic of Ours Drifting Onto the Rocks?

That piece of political perfidy which was enacted in the House on Friday and in the Senate of the United States on Saturday—in answer to the defiant demand of certain railroad brotherhoods, which stood, "stop watch in hand," as one Senator aptly expressed it, threatening to tie up every railroad in the country unless Congress came to time with a Federal statute providing for an "eight-hour day with ten hours' pay" without arbitration—may serve to stave off an immediate clash with a certain element of organized labor, but as sure as the sun shines it will rise again to plague this Government and its people from the highest to the lowest.

Nothing more revolutionary has been done in any civilized country, with the possible exception of Mexico, since the French Revolution itself. And we have made much the same sort of history in America this past week as heralded the "reign of terror" which preceded the French Republic. Let us not forget it, for, inasmuch as history has repeated itself so far, history will repeat itself still further—unless, perchance, enough strong men arise to hold back the storm.

For what has happened—this cringing sacrifice of principle to expediency—the country has President Wilson to thank; for it was he who first sought to make political capital out of this national crisis, or else was too pitifully weak to display the strength of a strong man in a great emergency. And a pliant and suppliant Congress—fed to mental obesity out of the "patronage" spoon—was only too easily coerced into following the President's lead.

So we have the spectacle of the Government of these great United States, with their 100,000,000 of people, surrendering abjectly, with eager haste, to the uncompromising, unarbitrable demand of an army of only 400,000 men—and these armed only with the ballot.

Is this the place among the nations of the earth that the American republic has struggled one hundred and forty years to attain? If so, may God have mercy on its future. For, as the MANUFACTURERS RECORD so well says:

"By the side of this question that of the tariff, which has seemed supreme in importance, or that of 'preparedness,' vital to the nation's existence, almost seem to sink into insignificance, for what is the use of trying to save a country from poverty or to save a nation from destruction if the nation is composed of a hundred million people who are willing to sacrifice principle for temporary convenience, or who are willing to be blackmailed into yielding principle because of the threat that they will be made to suffer financially if they do not do so?"

Alas! it is the most shameful surrender of principle that has ever yet stained our country's history. There was in it none of the "spirit of '76," when a mere handful of American colonists fought, for eight long years, the greatest nation of the earth to throw off the yoke of "taxation without representation." There was in it none of the "spirit of the sixties," when this young nation split in twain and spilled the blood of its countless thousands rather than either side should surrender "principle to expediency."

It is, indeed, an invitation to any foreign foe to make upon us at will lesser or greater demands—believing that we have grown so bloodless as to be willing to surrender almost any principle without resistance. For if an unarmed army of 400,000 men within our borders may make a President of the United States to cower and fetch and a Congress kneel and obey, what might not an army of 4,000,000 men hope to accomplish?

But the deed is done, so far as it is within the power of Congressmen and Senators and a President to do; one and all, either so enamored of politics, or so cowed by fear of political consequences, as to supinely yield to a few organized labor "brotherhoods" the right to rule or ruin the country.

For, mind you, this shameless surrender does not stop here. It is, indeed, but the entering wedge. Others are but waiting to be heard from. And why not? Why should a law be passed fixing an "eight-hour day with ten hours' pay" for one class of citizens—and these already by far the best paid in their calling—without extending it to all classes? The men in the mills, on the street cars, the clerks in our stores, the laborers in our fields, the very servants in our families will be fools indeed if they do not come forward to claim their share in this "new civilization."

Only the Supreme Court of the United States—whose members are chosen for life and who are, therefore, independent of the "political effect" of their action—remains to say whether or not the Constitution of these United States can be rewritten by the President and Congress thereof. It alone may forestall the impending revolution—unless, perchance, the people themselves—the unorganized, untrammelled voters of the land—take it into their heads to turn out of office every man who thus reversed the fundamental principles of a democracy and delivered over the Government of the majority to a ridiculous minority and thereby save the republic to their children and grandchildren.

Unless either the people or their courts undo this revolutionary legislation—this "stand and deliver" mandate of the buccaneer brotherhoods—then, indeed, is this great republic of ours drifting onto the rocks.

# Tide of Construction Activities in the South Rises to a Total of \$23,460,000 for Past Week

Construction projects of all kinds for which contracts were awarded, and announcements made concerning projects shortly to be under way as reported in the construction columns of the MANUFACTURERS RECORD for the week ending March 5, furnish conclusive evidence of the big building program that is now under way and steadily increasing in volume and scope. During the past week contracts awarded and those shortly to be awarded for projects, the plans for which are now being prepared by architects and builders, involved the expenditure of a total of \$23,460,000, as compared with the total for the preceding week of \$14,131,000. Contracts awarded represented an investment of \$6,209,248, compared with the record for the week ending February 25 of \$4,412,254, while \$17,251,747 is involved in new projects just announced, for which bids will be asked shortly and construction work begun. This compares with similar announcements for the previous week amounting to a total of \$9,719,044.

Road work, paving and bridge construction holds first place in the week's total of classified activities, such projects involving \$2,326,283 in contracts awarded and \$4,964,050 in contracts to be awarded, as compared with the totals for the previous week amounting to \$1,967,136 and \$2,943,344, respectively. The number of miscellaneous enterprises, including factories of various kinds, warehouses, power plants, oil refineries, garages, hospitals and similar structures shows a big increase over the preceding week, contracts awarded amounting to \$1,296,000, compared with \$480,818 for the week of February 25, and contracts to be awarded amounting to \$3,582,800, compared with \$1,107,000 for the preceding week.

School buildings contemplated and shortly to be under construction form a large part of the week's total activities, \$540,860 representing contracts awarded and \$1,854,000 contracts to be awarded. During the week ending February 25 contracts awarded for school buildings amounted to approximately \$203,000, while contracts to be awarded totaled \$1,726,000. Contracts were awarded for church buildings to cost \$410,000, compared with the total for this classification of \$171,000 for the preceding week.

Sewers, drainage systems and water-works projects involved \$462,330 in contracts awarded and \$535,000 in contracts to be awarded. During the preceding week these totals were \$234,050 and \$85,700, respectively.

The various cities, counties and States will not allow their road work to lag because of delay in getting materials, judging from the amount of work now being let and that to be awarded within the next few weeks. This present work is in addition to large contracts awarded during the past few months, work which is now under way or else the contractors are getting materials and equipment in readiness for early completion of various jobs. In Birmingham, Ala., \$1,000,000 is available for paving, road work and similar construction, while in the vicinity of Tishomingo, Pawhuska and Durant, Okla., \$500,000 \$250,000 and \$200,000 is available in each of the respective cities. West Plains, Mo., will expend about \$400,000 in similar work, and in Cleveland, Tenn., paving work will cost \$200,000. In Hickory, Ky., \$175,000 will be expended in paving work of various kinds.

In addition to the large amount of miscellaneous construction now under way and contracted for, the number of new projects steadily increases. In Baltimore a dairy is to be built at a cost of \$300,000. Plans are being prepared in Tulsa, Okla., for a theater to cost \$250,000. A large grain elevator to cost \$1,000,000 will probably be erected in Oklahoma City, Okla. A paint plant at Savannah, Ga., will be erected at a cost of \$300,000, while at Fairbanks, La., a carbon plant will go up at a total cost of \$1,000,000.

## CONTRACTS AWARDED.

Dwellings—	
Reidsville, N. C.	\$10,000
Oklahoma City, Okla.	10,000
Birmingham, Ala.	40,000
Winston-Salem, N. C.	10,000
Birmingham, Ala.	20,000
Norfolk, Va.	13,775
Baltimore, Md.	10,000
Dallas, Tex.	20,000
<b>Total</b>	<b>\$193,775</b>

Apartment-houses and Hotels—	
Paducah, Ky.	\$50,000
Richmond, Va.	100,000
Richmond, Va.	200,000
Laredo, Tex.	250,000
<b>Total</b>	<b>\$600,000</b>

Church Buildings—	
Gastonia, N. C.	\$110,000
Petersburg, Va.	300,000
<b>Total</b>	<b>\$410,000</b>

School Buildings—	
Henryetta, Okla.	\$10,000
Muskogee, Okla.	20,000
Bermont, Ark.	44,000
Mt. Dora, Fla.	21,860
Fairmont, N. C.	100,000
Selma, N. C.	150,000
Leesburg, Va.	26,000
Norfolk, Va.	75,000
Graham, N. C.	50,000
<b>Total</b>	<b>\$540,860</b>

Store Buildings—	
El Paso, Tex.	\$25,000
Norfolk, Va.	166,000
El Paso, Tex.	24,000
Poth, Tex.	25,000
<b>Total</b>	<b>\$240,000</b>

Association and Fraternal—	
Baltimore, Md.	\$100,000

Roads, Paving and Bridges—	
Kaufman, Tex.	\$126,150
Kaufman, Tex.	367,610
Jasper, Tex.	83,860
Columbus, Tex.	38,670
Kingsville, Tex.	47,824
Kingsville, Tex.	112,860
Kingsville, Tex.	17,201
Paducah, Tex.	64,676
Rockwall, Tex.	64,204
Seguin, Tex.	51,557
Pee Dee, S. C.	94,551
Hertford, N. C.	75,000
Augusta, Ga.	200,000
Perry, Fla.	200,000
Stuart, Fla.	15,000
Hardensburg, Ky.	77,000
Hawesville, Ky.	120,000
Staunton, Va.	70,000
Jefferson, N. C.	500,000
<b>Total</b>	<b>\$2,326,283</b>

## CONTRACTS TO BE AWARDED.

Dwellings—	
Baltimore, Md. (4)	\$12,000
Baltimore, Md. (5)	36,000
Washington, D. C. (3)	30,000
Baltimore, Md. (9)	180,000
Louisville, Ky.	11,000
New Orleans, La.	17,897
Baltimore, Md.	20,000
Kansas City, Mo.	40,000
Kansas City, Mo.	50,000
Radford, Va.	10,000
Washington, D. C.	90,000
Kansas City, Mo.	40,000
Kansas City, Mo.	13,000
Greensboro, N. C.	15,000
Charleston, S. C.	40,000
Houston, Tex.	14,000
<b>Total</b>	<b>\$602,897</b>

Apartment-houses and Hotels—	
Washington, D. C.	\$50,000
Augusta, Ga.	250,000
Amarillo, Tex.	825,000
<b>Total</b>	<b>\$1,125,000</b>

Bank and Office Buildings—	
Lebanon, Ky.	\$50,000
Louisville, Ky.	35,000
Middlesboro, Ky.	50,000
Richmond, Ky.	40,000
Atlanta, Ga.	500,000
Baltimore, Md.	100,000
<b>Total</b>	<b>\$775,000</b>

Church Buildings—	
Live Oak, Fla.	\$40,000
Wilmington, N. C.	35,000
Sapulpa, Okla.	60,000
Memphis, Tenn.	75,000
De Ridder, La.	45,000
Greenville, S. C.	10,000
Clarksburg, W. Va.	30,000
St. Louis, Mo.	75,000
Greenville, S. C.	20,000
Atlanta, Ga.	50,000
Greenville, S. C.	20,000
Orinda, Tenn.	40,000
Austin, Tex.	200,000
<b>Total</b>	<b>\$720,000</b>

School Buildings—	
Louisville, Ga.	\$85,000
Shawnee, Okla.	60,000
Richwood, W. Va.	50,000
Westminster, Md.	35,000
McConnellsville, S. C.	10,000
Spartanburg, S. C.	300,000
Canadian, Tex.	30,000
Renick, W. Va.	40,000

Sewers, Drainage and Water works Projects—	
Portsmouth, Va.	\$3,255
Houston, Tex.	12,000
Cape Girardeau, Mo.	197,072
Metter, Ga.	35,000
Berea, Ky.	40,000
Shreveport, La.	175,000
<b>Total</b>	<b>\$462,330</b>

Miscellaneous Enterprises—	
Greer, S. C., hydroelectric plant	\$40,000
Baltimore, Md., cann. plant	72,000
Richmond, Va., factory	60,000
Winston-Salem, N. C., hospital	40,000
De Land, Fla., garage	15,000
Richmond, Va., undert. taking establishment	60,000
St. Louis, Mo., ware. house	20,000
Miami, Fla., warehouse	15,000
Baltimore, Md., storage tanks	275,000
St. Rose, La., refinery	500,000
Waco, Tex., refinery	60,000
Kansas City, Mo., corn products plant	40,000
Coleman Falls, Va., power plant	45,000
Jaeger, W. Va., lumber plant	10,000
Virginia Beach, Va., bathhouses	27,000
Tampa, Fla., warehouse	40,000
Norfolk, Va., warehouse	20,000
Baltimore, Md., wood working plant	25,000
Baltimore, Md., brick head work	11,000
<b>Total</b>	<b>\$1,296,000</b>

Georgiana, Ala. (2)	
Leesville, S. C.	\$2,000
Selma, Ala.	25,000
Amston, Ala.	200,000
Muskogee, Okla.	200,000
Spartanburg, S. C.	300,000
West Point, Va.	60,000
Snow Hill, N. C.	40,000
Roanoke, Va.	275,000
<b>Total</b>	<b>\$1,854,000</b>

Store Buildings—	
Baltimore, Md.	\$15,000
Greenville, S. C.	15,000
Charlotte, N. C.	18,000
Greensboro, N. C.	12,000
<b>Total</b>	<b>\$60,000</b>

Association and Fraternal—	
Oklahoma City, Okla.	\$20,000
New Orleans, La.	1,000,000
Charleston, S. C.	70,000
Houston, Tex.	20,000
Columbia, S. C.	20,000
Houston, Tex.	20,000
Birmingham, Ala.	125,000
Reckley, W. Va.	300,000
Charleston, W. Va.	600,000
<b>Total</b>	<b>\$2,540,000</b>

Roads, Paving and Bridges—	
Plant City, Fla.	\$70,000
Hartsville, Mo.	33,700
Stockton, Mo.	39,600
Cleveland, Tenn.	200,000
Richmond, Va.	40,000
Charleston, W. Va.	25,000
St. Louis, Mo.	13,750
Cape Girardeau, Mo.	60,000
Hickory, N. C.	175,000
Altus, Okla.	50,000
Durant, Okla.	200,000
Pawhuska, Okla.	250,000
Tishomingo, Okla.	500,000
Birmingham, Ala.	15,000
Lake Worth, Fla.	125,000
West Plains, Mo.	400,000
Richmond, Va.	40,000
Spencer, N. C.	100,000
Birmingham, Ala.	1,000,000
Bartlesville, Okla.	155,000
Newberry, S. C.	100,000
Fort Worth, Tex.	100,000
Marlinsburg, W. Va.	300,000
Mobile, Ala.	190,000
Dade City, Fla.	750,000
San Antonio, Tex.	62,000
<b>Total</b>	<b>\$4,964,050</b>

City and County Projects—		Union, S. C., freight station	10,000
Chickamauga, Ga.....	\$25,000	Birmingham, Ala., theater	25,000
Houston, Tex.....	40,000	Tampa, Fla., warehouse	25,000
Payetteville, N. C.....	400,000	Dallas, Tex., plant.....	50,000
Black Mountain, N. C.....	8,000	El Paso, Tex., warehouse	100,000
	\$473,000	Fort Pierce, Fla., packing plant.....	45,000
Sewers, Drainage and Water-works—		Baltimore, Md., garage..	8,800
Smithfield, N. C.....	\$6,300	Tulsa, Okla., theater....	250,000
El Paso, Tex.....	120,000	Lynchburg, Va., warehouse	40,000
St. Albans, W. Va.....	75,000	Joplin, Mo., plant.....	8,000
Wadesboro, N. C.....	13,700	Maysville, Ky., cold-storage plant.....	30,000
Tarboro, N. C.....	60,000	Charleston, W. Va., bottling plant.....	20,000
Radford, Va.....	200,000	Birmingham, Ala., filling station	10,000
Riverdale, Md.....	60,000	Portsmouth, Va., restaurant	50,000
	\$535,000	Oklahoma City, Okla., theater	10,000
Miscellaneous Enterprises—		Norfolk, Va., theater....	20,000
Birmingham, Ala., ice plant	\$10,000	Baltimore, Md., theater	100,000
Freeport, Tex., levee....	130,000	Tampa, Fla., warehouse	10,000
Fairbanks, La., carbon plant	1,000,000	Tuscaloosa, Ala., cement blocks	25,000
St. Louis, Mo., factory..	300,000	Baltimore, Md., dairy...	300,000
Springfield, Mo., fish hatchery	50,000	Fort Worth, Tex., incinerator	10,000
Savannah, Ga., paint plant	30,000	Baltimore, Md., garage..	6,000
Kinston, N. C., ice-cream plant	50,000	Tampa, Fla., telephone improvements	250,000
Dallas, Tex., warehouse	30,000	Virginia Beach radio station	50,000
Oklahoma City, Okla., elevator	450,000		
Atlanta, Ga., bottling plant	20,000		
Johnson City, Tenn., library	40,000		
Augusta, Ga., freight station	20,000		
			\$3,582,800

## SUMMARY FOR THE WEEK.

	Contracts to be awarded.	Contracts awarded.
Dwellings.....	\$602,897	\$133,775
Apartment-houses and hotels.....	1,125,000	600,000
Bank and office buildings.....	775,000	.....
Church buildings.....	720,000	410,000
School buildings.....	1,854,000	540,860
Store buildings.....	60,000	240,000
Association and fraternal.....	2,560,000	100,000
Roads, paving and bridges.....	4,964,050	2,326,283
City and county projects.....	473,000	.....
Sewers, drainage and water-works.....	535,000	462,330
Miscellaneous enterprises.....	3,582,800	1,396,000
Totals.....	\$17,251,747	\$6,209,248

## The Optimistic View of a Birmingham Manufacturer.

Thomas Grate Bar Co.

Birmingham, Ala., February 10.

Editor Manufacturers Record:

Relative to your inquiry on industrial revival, we believe our office comes nearer being a business barometer than any other in almost any section, for we deal exclusively with industrial plants, or, we might say, with all concerns of every kind and type operating power. We have representation in the different sections who are calling continuously upon this trade and are constantly making to us reports—some of them daily—as to why they did not get orders from the concerns they called on. As a consequence, you can see we keep our hand on the industrial pulse. My ex-banker has told me on a number of occasions that I was entirely too optimistic, but I can see and have felt where my optimism carried me over many a rocky road.

Our business was not affected by the present stagnation until the very latter part of November, and August was the greatest month for business in the history of our company. December, however, was slack, and our output only about 45 per cent of normal. January was almost 75 per cent normal, and we are doing our utmost to make February normal, and it now looks as if we were going to succeed.

Business is hard to get; our different representatives in the different sections all say so, and some of our best customers and largest users of our product are after us wanting to know when we are going to reduce prices. In reply we write them an open, frank, candid letter, reciting the conditions and reductions that the trade journals and newspapers carry as compared with the conditions and prices that we are having to pay on our contracts, and then explain that these large reductions and prices are usually made by some small concern who has no orders, has his organization, wants to run his plant, and is offering his product at most any price that will start some orders his way, but that the Steel Corporation, the Tennessee Coal, Iron & Railway Co., with whom

we have our contracts and do business, tell us they are not going to reduce prices nor wages, and the other large industrial concerns in our district are holding stiff and following the lead of the Steel Corporation. All of which means one of two things: The Steel Corporation and large concerns have to reduce prices, or in a short time the small concerns will fill up on orders, be out of the selling game and the low prices will be no longer quoted, and if you wanted iron or equipment, you would have to go to the larger concerns at the high price. As a consequence, we are not reducing prices until the real market will warrant us in doing so, as we do not want to be put in the position of price jumping-jacks.

Then there are other items that enter into our manufacture. We are paying our labor the same, we are paying the same freight rates into and out of our plant—as we sell our product delivered—we are paying the same prices for compound, sand and foundry supplies generally, but there has been a reduction of about \$4.50 on coke. We have no assurance that that price is fixed, for the coke people tell us candidly they are holding it open from month to month, and, to sum it all up, we are possibly enjoying from 3 to 5 per cent in the cost of our output, and if we endeavored to pass that on to our customers they would give us the laugh and say it was inconsiderate.

Business seems to be improving, and we are expecting each few days or each few weeks to find things normal again, and have the utmost confidence in a realization of our expectations. To bring about that realization, we are maintaining our organization, some of them in the hardest-hit sections, at quite an expense, and are perfecting our plant conditions and operations in an endeavor to cut the cost and take care of the increased business that we believe is getting ready to knock at the door—if not, will open the door when we knock, as we go on the principle "all things come to those who wait, but you will get them quicker by going after them." and we are going after them.

ED. L. THOMAS, President.

## OIL COMPANY BUILDS TOWN.

## Corona Corporation on Property Near Tampico Making Vast Improvements.

Tampico, Mexico, February 24—[Special.]—One of the greatest construction programs that is probably being carried on at this time in any oil district in the world is that of the Corona Oil Co., subsidiary of the Royal Dutch-Shell interests, which also owns the Mexican Aguila (Eagle) Oil Co. The Corona Oil Co. adopted plans several months ago for an expenditure of approximately \$10,000,000 gold in the building of storage tanks, connecting pipe lines, residences, clubhouses, mess halls, store, shops, electric-light plant and other improvements at Pueblo Viejo, near Tampico. It is stated that the building program will be carried out as originally outlined. The work is in charge of the M. H. Treadwell Company, Inc., of Tampico and New York.

There are to be 90 storage tanks confined to a mile-square section of hilly land in Pueblo Viejo. These tanks are to be of 55,000 and 64,000-barrel capacity, and they call for about 20 miles of piping.

The company began the construction work last October. Today there are 350 houses occupied by the mechanics and 700 by the laborers. There are scores of houses for the foremen and their families.

There are mess halls and bathhouses, despite the fact that many of the houses have shower baths in them; a commissary building, a steam laundry, a barracks for the platoon of soldiers, a storehouse, an auto repair shop, corrals for 600 or 700 mules and some 50 saddle horses, office buildings, an electric-power plant and other conveniences.

Between 1200 and 1500 men (Mexicans) are employed in putting up the work in gangs, and one gang treads on another's heels until the work is done and another tank is started. Twenty-two tanks have been finished or are in course of construction. They have been built at the rate of six or eight a month, and most of the riveting is done by hand.

There are some compressed-air-driven riveting machines, and there will be more. Shipments have been delayed, many machines are lacking, but the work goes on fast for all of that. When the machines arrive and have been installed, the work will be carried out on a much faster scale.



## Optimism in Texas Oil Fields

Austin, Tex., March 7—[Special.]—Although there has been no increase of oil pipe line runs in the producing territory of Central North Texas during the last week, there are indications that conditions of the industry have taken a turn for the better. This return of optimism on the part of the smaller independent operators is shown by the revival of their activities in purchasing leases in not only the proved fields, but in wildcat territory. Several such deals have been reported during the last few days. Drilling campaigns that had been temporarily abandoned have been resumed. There is a general feeling that the present depressed condition of the industry will be removed within the next few weeks, and that the price of the light crude product will advance to near what it was before the first cut was made.

It is apparent, from reports that have been received here from the different fields of Central North Texas, that an enormous increase of production can be made upon short notice. In fact, it is declared that if the wells that are now down close to the pay sand, but which are being held up pending a better price for the oil and an assurance that deliveries can be made, were turned loose, more than 75,000 barrels would be added to the present daily production.

In the heavy crude oil fields of the coastal region of the State the production outlook is discouraging.

## Orlando Building Program Large.

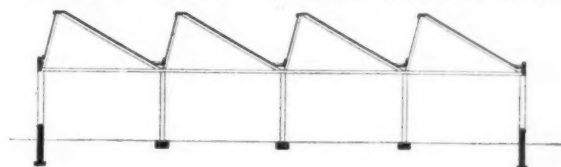
Orlando, Fla., March 5—[Special.]—All past records for building activity have been broken locally. Besides the erection of many new business houses and improvements to similar structures, about 525 dwelling-houses have been built during the past year or are now under construction. In addition, plans are being prepared for many other dwellings, work on which will commence in the near future.

## A NEW TYPE OF SAW-TOOTH CONSTRUCTION.

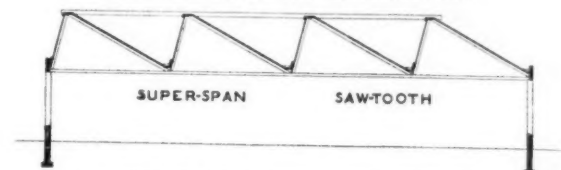
Uniformity of Light a Feature—Large Floor Space Made Available Because Supporting Columns Not Required.

The demand by industrial plants for buildings which permit of the maximum of light and manufacturing area in a given limited space has resulted in a vast number of improvements in roof and window construction, and has stimulated new ideas in floor arrangement and in the whole science of factory erection.

One of the more recent manifestations of this idea so far as

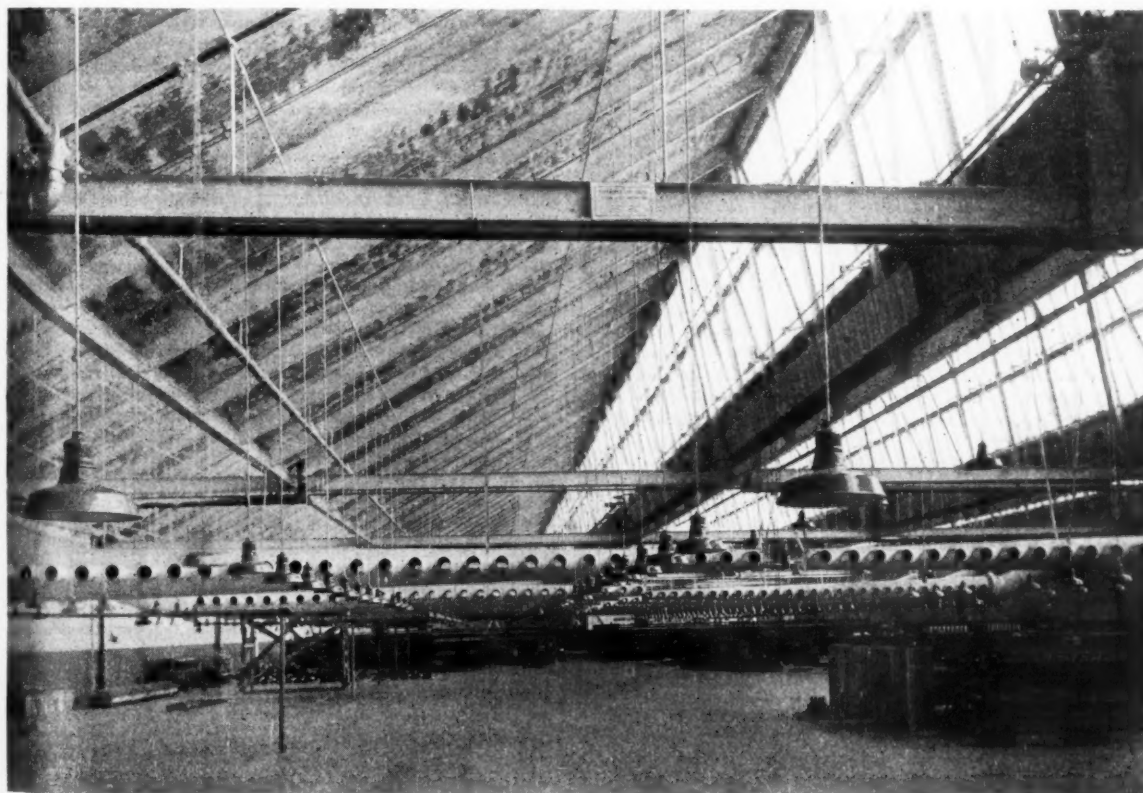


ORDINARY SAW-TOOTH CONSTRUCTION.



SUPER-SPAN SAW-TOOTH CONSTRUCTION.

lighting is concerned is the saw-tooth method of roof construction, which is now extensively utilized in textile plants, fertilizer plants, automobile factories and large industrial plants generally. A modification of and improvement on this type of construction and a broadening of the idea to include increased floor area as well



AN EXAMPLE OF SUPER-SPAN SAW-TOOTH CONSTRUCTION AT PLANT OF GUARANTY SILK CORPORATION, NANTICOKE, PENNSYLVANIA.

This building is 102 feet wide by 353 feet long, without a column. The trusses span the 102-foot dimension and by means of this type of construction it has been possible to place 17 per cent more looms in this room than would have been the case if columns had been used.

as better light has been perfected by the Ballinger Company of Philadelphia, and designated as super-span saw-tooth construction.

The essential idea underlying the new method is the entire removal over large area of supporting columns for the roof. This avoids the disadvantages of shadows from the supporting posts and makes available the large amount of space which such columns always take up either directly or because they interfere with the free disposition of the machinery and equipment required in the building.

It is possible to build a structure of the type here illustrated with the trusses spanning in the neighborhood of 100 feet for any desired length. If the north and south dimensions, that is, the width, are considerably greater than 100 feet, by the use of two or more super-span trusses it is possible to have a building with one column only for a floor area of 6000 to 8000 square feet. Men with practical experience in the management of factories or industrial plants will readily visualize the tremendous advantages of this style of construction. The plan can be extended in either direction.

In addition to the space saved for the placing of machinery and the improved floor arrangement made possible, this type of building possesses a great advantage in the abundance and uniformity of the light which it affords. Regardless of the size of the structure, the lighting is uniform throughout the building.

### Three Important New Industries for Bastrop, La.—Glass Plant in Operation Soon.

Bastrop, La., March 5.—[Special.]—Bastrop has three new industries that represent a combined investment of \$1,125,000, and which will expend a total of about \$2,100,000 a year for labor and raw material.

These industries are the Ouachita Valley Glass Co., capitalized at \$350,000; the Bastrop Pulp & Paper Co., with a capital of \$750,000, and the Bastrop Ice & Storage Co., capitalized at \$25,000.

The plant of the Ouachita Valley Glass Co. is completed and ready to go into operation. It has more business in sight than it can fill in the next 12 months. The company will employ about 300 skilled men, and will spend over \$1,000,000 a year in labor and raw material.

The factory was located at Bastrop because this place is almost in the center of the North Louisiana gas field, which assures an abundance of cheap fuel. It is equipped with every modern appliance known to the glass business.

Food containers, soft-drink bottles and narrow-neck ware up to 32 ounces will be the specialized product of the factory, which will have a capacity of 40 tons of finished material per day.

The officers of the Ouachita Valley Glass Co. are Theodore Shockney, president and general manager; Dr. J. H. Moroney, vice-president; Zora G. Cox, treasurer; Miss Nelle Wall, secretary, and M. L. Somers, superintendent.

The company has a 30-acre tract of land located within the corporate limits of Bastrop and connected with two railroads.

The Bastrop Pulp & Paper Co. is building a pulp mill here that will manufacture pulp from waste timber. The mill is in course of construction and the machinery is being installed as the work progresses.

The company will manufacture pulp only as a starter, but may go into the paper-making business later. It will use its own process—the work of its chemical engineer.

Pine timber that has heretofore been a waste will be the raw material used. The factory will make contracts with sawmills for tree tops after the logs are taken off, and will utilize all of the limbs and branches. These have been rotting in the woods in great quantities. The mill will also make contracts with landowners and farmers for old field pine timber.

After the pulp passes through digesters in the mill it will run through machines that will flatten it out and convert it into pieces of desired lengths. In this form it will be loaded into freight cars without packing and shipped to factories for the manufacture of shipping containers and heavy board. The mill already has orders for its entire output of pulp for a long period.

The company will employ about 300 men as factory operatives and as woodsmen or timbermen. Its expenditures for labor and raw material will total over \$1,000,000 a year.

The Bastrop Ice & Storage Co. is building an ice plant that will begin operations during the summer. It represents an investment of \$25,000. Guy M. Boyd is the manager of the company.

### Republic Iron and Steel Report.

In the twenty-first annual report of the Republic Iron & Steel Co., Youngstown, O., which covers operations for 1920, Chairman John A. Topping says that the demand for iron and steel products noted in the report for 1919 gathered impetus during the first quarter of 1920, with sales on an increasing scale up to and throughout the third quarter of the year, and that during this period the company was compelled to advance its prices in keeping with increased rates for labor, freight rates and other items entering into costs. The sharp decline in demand late in the year, both at home and abroad, for steel products precipitated cancellations of orders and heavy contraction in the business, so that earnings for the fourth quarter of the year were affected not only by reduced shipments, but also by losses due to shrinkage of inventory values and other adjustments. Profits for the year ended December 31, 1920, however, were on the whole very satisfactory, notwithstanding these and other difficulties encountered during the year such as shortage of fuel and transportation, which restricted production to about 80 per cent of capacity.

"Amicable relations," says Chairman Topping, "were maintained with labor throughout the year at all points, except at our Southern coal mines, located near Birmingham, Ala., where late in the year strikes were called in an effort to unionize all coal-mining operations in the State of Alabama. Notwithstanding this effort toward unionization, we maintained open-shop conditions and produced sufficient coal to meet our blast-furnace requirements. It may be of interest to state, in this connection, that there was no controversy as to wages or working conditions. As a general proposition, labor employment averaged approximately 80 per cent of full time. The loss suffered in working time was principally caused by interruptions to operations resulting from a general breakdown in transportation service. Labor, at no period of the year, was in excess supply; in fact, with operations at full capacity, there would have been a shortage in labor.

"Under the stimulus of general business conditions operative, a further advance of 10 per cent in wages became effective on February 1, 1920, at all of the company's blast furnaces and steel works, and at a later date a general advance was made at the coal mines. During the year increases in wages at the coal mines were also made effective, ranging from 15 per cent to 40 per cent, depending upon the occupation."

The company's income account and statement of surplus for the year shows that net earnings from operations (after deducting charges for maintenance and repairs of plants, amounting to \$5,928,626.67) were \$13,825,521.77, to which is added interest and income from investments, \$348,641.81, making the total profits for the year \$14,174,163.58. Net profits for the year were \$7,616,522.45 after subtracting provision for depreciation and renewal of plants, exhaustion of minerals, income and profits tax, interest on bonds and notes and reduction of inventory values. The net profits, added to the surplus existing at the end of the previous year, totaled \$41,497,494.36, from which were deducted dividends and balance of additional assessment of Federal taxes for 1917 charged to surplus, leaving a net surplus at the end of 1920 of \$37,441,571.49, an increase of more than \$3,500,000.

### World Atlas of Mineral Production.

To set forth graphically and to describe concisely the basic facts concerning both the present and the future sources of the useful minerals is the purpose of a World Atlas of Commercial Geology which has just been issued by the United States Geological Survey. The practical value of this publication is clearly evident. Experiences of the late war emphasized the advantages of an adequate supply of raw materials close at hand, yet it is shown that there are certain economic limits to domestic independence concerning such natural supplies. Consequently, manufacturers and other business men will welcome this publication for its presentation of facts bearing upon the relative quantity and availability of the mineral resources of our own land, as well as of other countries. More than a score of geologists have co-operated in the preparation of the atlas, which has 72 maps showing the mineral resources and the production of the world by countries, these maps being accompanied by 72 more pages of descriptions. The price of the book is \$2, and it can be obtained from the Director of the United States Geological Survey at Washington.

## Judge Gary Replies to John Skelton Williams

DECLARES WILLIAMS' LETTER TO STEEL CORPORATION HEAD CONTAINS STATEMENTS "VOID OF THE TRUTH" AND REACHES CONCLUSIONS THAT ARE "SHALLOW, SPECIOUS AND MISLEADING"—EXHAUSTIVE REVIEW OF POINTS AT ISSUE.

[Herewith Judge Gary's letter to John Skelton Williams in reply to a letter Mr. Williams wrote a few days before resigning the office of Comptroller of Currency. Mr. Williams made various charges against the policies and practices of the Steel Corporation, particularly with reference to the maintenance of steel prices during 1918 and the Corporation's consequent volume of earnings. This letter was given wide publicity by Mr. Williams. Judge Gary, under date of February 28, has exhaustively replied to the Williams' charges in seriatum. In the interest of public knowledge of the facts, Judge Gary's letter should receive the widest possible publicity. It is given here in full.—Editor Manufacturers Record.]

New York, February 28, 1921.

Hon. John Skelton Williams,  
Comptroller of the Currency,  
Washington, D. C.

Dear Sir—You challenge my statement that so far as our Corporation is concerned we have endeavored to be reasonable in our price policy. And the only argument you present to sustain your position is to point to profit results for 1918. I will later discuss these results and the deductions you draw therefrom, but as the leading question involved is that of prices charged for products, let us first consider that and in the light of the actual facts underlying the situation.

In your criticism of steel prices, both in your annual report and your letter, you entirely ignore a leading and controlling factor which had the greatest bearing upon the issue, namely: That in 1917, shortly after the entrance of the United States into the European war, the United States Government fixed the maximum prices which could be charged by all producers of steel, applying to that industry the same rule it extended to many other basic industries and commodities. This condition prevailed until the close of 1918.

The plan adopted by the Government of fixing maximum prices was designed to intensify production to aid in "winning the war," to bring out the maximum production of all interests able to produce; and to accomplish this prices necessarily had to be fixed at figures which induced the high-cost as well as the low-cost producer to operate. That this plan could result in some interests making very large profits was fully recognized by Congress in enacting the excess profits tax laws, which gathered in for the Government, especially in 1917 and 1918, a very large proportion of profits earned in excess of comparatively low rates of return on investment employed.

If, therefore, you would criticize the profits made by this Corporation in 1917 and 1918, profits being the corollary of prices received, and contend they were unduly large, and charge that such results implied profiteering prices, I submit your criticism should be directed not against the price policy of this corporation, but to the price-fixing policy adopted by the Government during the years in question.

Now, as to the post-war period, the years 1919 and 1920. Shortly following the armistice of November, 1918, and immediately after Government-fixed maximum prices were cancelled or withdrawn, this Government and other steel manufacturers reduced prices, which by March 21, 1919, had reached a total average reduction of about \$10 per ton. From January 1, 1919, there have been no governmental restrictions on steel prices and the market price for steel has been influenced entirely by the law of supply and demand. And although, during 1920 in particular, many producers of steel, owing to the unusual demand in comparison with the ability of manufacturers to supply, were able to secure in many cases substantially higher prices than the price schedule established in March, 1919, this Corporation has, as heretofore stated, adhered to that schedule, it has not asked or received higher base prices.

I will notice one or two statements made by you in your recently submitted annual report. You say on page 6:

"By closing down mills and mines the output of steel and iron was reduced approximately one-fourth the year following the armistice in order that manufacturers and miners might obtain, because of the insistent and peremptory demand, the exorbitant profits realized during the war rather than the same moderate

profits they would have had to accept if a maximum output had been maintained."

The foregoing statement of yours is, so far as this Corporation is concerned, inaccurate and untrue in the reasons assigned, for the fact that the output of steel in 1919 reached only about 75 per cent of capacity, and what I state of this Corporation I am satisfied is true in respect of the operations of other steel and iron producers. You entirely overlook the controlling reasons which caused a lessened output of steel. These were three, namely, the natural halting in business during the first quarter of 1919, while business interests were "swinging over" their activities from a war time to a peace basis; the insufficiency of transportation service rendered by railroads, and principally the general strike in the steel and coal industry, which interfered with operations from the latter part of September on to the close of the year.

You also make the following statement: "The increase which has taken place in wages since the war does not excuse present prices for steel and iron products."

As your report is dated December 6, 1920, I must assume by the "present" which you mention you mean the time when your report was dated and issued. Wages are not the only element which enter into the cost of operation and production; there are many other items of expense. Therefore, assuming that your reference to wages is equally applicable to the entire cost of operation, and that you are making your comparison between total cost prior to 1916 and at present and prices in the earlier period and at present. I beg to state that your conclusion is not correct. You follow your statement, above quoted, with an analysis of the partial income results for year 1918 of a steel company (which in your letter you admit is this Corporation) and which apparently is inserted to prove the correctness of your previous statement before quoted. You would, it seems, leave the reader with the impression that conditions and results in 1918 in respect of costs and selling prices prevailed today. Nothing could be further from the facts.

Taking up your analysis of our 1918 income results as analyzed in your letter of May 5, 1919, to Director-General Hines. In your letter to me you state: "These assertions of mine perhaps came under your observation. They stand uncontradicted and unchallenged after 22 months."

You start your analysis by stating that, exclusive of certain appropriations, all as set forth in our annual report, which were made from earnings, the amount of the same for the year was \$549,180,000.

We are unable to check out how you arrive at this figure; your letter to Mr. Hines does not explain. However, stating the net earnings on the same basis you apparently have, the correct amount should be \$543,485,393.

From this total of net earnings you draw two conclusions, to wit:

1. That the Corporation could have doubled the amount it paid its employes for wages and salaries in 1918 and still have had enough left to pay:

	Your figures.	Correct figures per your logic.
Interest charges.....	\$29,821,000	\$29,821,540
7% on preferred.....	25,219,000	25,219,677
5% on common.....	30,498,000	25,415,125
Sinking fund (Bonds).....	7,601,000	8,439,242
And a surplus of.....	3,378,000	1,926,285

2. That the Corporation could in 1918 have afforded to have reduced the price of all steel it sold by \$30 per ton and still



earned enough to pay the charges on its debt and capital as above indicated.

Your letter is rather indefinite as to just how you make this calculation, but it is apparent you start from the basis of net earnings of \$549,180,000, which you quote.

Now, as flat arithmetical statements, your conclusions are mathematically correct. But they are, I submit, shallow, specious, misleading, and, viewed from a business and common-sense standpoint, inaccurate.

In the first place, in your calculations you have failed entirely to recognize allowances for depletion and deterioration, amounting to \$33,117,398, which were reserved from net earnings in accordance with the practice and on the same basis this Corporation has observed for years, and which allowance is universally recognized as a proper and necessary one to be made from earnings in order to arrive at profits; and profits earned, rather than earnings received, is the essential result to be considered. Your letter implies you are somewhat clouded over these depletion and depreciation allowances and the expenditures for current repairs first charged before stating the earnings.

For your information, I state the charges for current maintenance are an expense analogous to repairs which the Government, under the Interstate Commerce Commission accounting regulations, requires be charged to current operating expenses; those for depletion cover exhaustion of minerals, while those for depreciation are similar to depreciation on equipment and other property which likewise the Interstate Commerce Commission accounting rules require be charged before stating net earnings. You will see, therefore, that there is full warrant for allowing these charges in such a calculation as you are making, and that you were clearly in error in omitting them, although the amount totaled upwards of \$33,000,000.

Secondly, in arriving at your conclusions you omit making any allowances for Federal income and profits taxes, for which we reserved \$274,277,835 in 1918. Had you taken this figure and the one of \$33,000,000 for depletion and depreciation into consideration in your calculation, you would at once have reduced from \$30 per ton to about \$8 per ton the reduction in prices, which, according to your own method of figuring, the Corporation could have cut its price and still earned its fixed charges and 5 per cent on its common stock, but no more.

You may say that income and profits taxes are not payable if not earned, but the normal income taxes would be payable on profits which your calculation would allow as, presumably in your opinion, reasonable profits; and not having allowed for this in your calculation, we find another omission of some \$12,000,000 per year on your formula. However, the fact is that for 1918 the Corporation did pay very nearly the total amount before mentioned, and all in accordance with the Government's program for financing the war. Is it necessary to point out to you that unless citizens and business interests had been able during the war to derive relatively large incomes, the Government would have faced what would have been well-nigh insurmountable difficulties in financing its operations on the scale which would have been called for? Would it have been possible for this country to have changed a condition of inflation which prevailed in every country of the world and a condition which has always and it seems always must maintain during war periods? That governments should check this, so far as possible and practicable, is right, and that ours did so during the war is, I think, clearly indicated by what I have before stated as to the Government's price-fixing policy, supplemented by the excess profits tax, but under the conditions prevailing to include, as you have done, in earnings for the purpose of deducing therefrom whether unreasonable profits were made, the amounts which under the laws of the country were collected by an industry, but paid over to the Government, is, I charge, manifestly an unfair shuffling of figures, inaccurate as related to all the facts, misleading and a distortion of the true conditions.

In your letter to the Director-General you remark as follows: "If the United States Steel Corporation had held prices to a moderate basis during the war, the Government, our Allies and the public would have been saved exactions amounting, directly and indirectly, to many times the \$288,000,000 to be paid by it in Federal income taxes."

Do you not think this is a gratuitous statement? You do not indicate what a moderate basis is. Of course, if our prices had

been lower than they were and everyone else's had been likewise, including labor and wage rates, transportation costs and price of everything, enormous savings to the Government would have obtained. Yet to imply that such a result could have been brought about by the Steel Corporation alone holding aloof, even if it were permitted, from policies determined upon by the Government itself, seems unreasonable.

If you say that, notwithstanding allowing for charges for income and excess profits taxes, we still netted profits which were not fair and reasonable, simply because we still earned a very substantial amount in excess of 5 per cent on common stock, I would reply that I think you are too astute a man of affairs and business to hold for a moment that anything earned in excess of a low rate on issued capital stock necessarily indicates unreasonableness or profiteering. It seems hardly necessary for me to point out to you that the only just test of this issue must be based on the relation between profits earned and the investment in the properties. And measuring the problem by this yardstick, I submit the following results, viz.:

Profits earned for the investment in 1918 after providing for Federal taxes, but before deducting any special appropriations	\$ 228,488,720
Investment at December 31, 1917, as per annual report	2,275,065,530
Per cent of profits earned on investment, 10.	

Does this indicate profiteering? It has been said that our common stock when issued was not represented by any cash value. I emphatically deny that any such condition prevailed, but if it were true, I present to you the figures of relationship of net profits to the investment in the properties, not counting the common stock as originally represented by cash property value. And we have on that basis:

Net profits	\$ 228,488,720
Investment	1,766,763,226
Per cent of profits on investment, 12.9.	

Taking everything into consideration concerning conditions prevailing during 1918, can any fair-minded critic allege this degree of profit was exorbitant and unreasonable? I fear the difficulty with your good self is the same as with others who have been disposed to criticize this Corporation's profits during the past few years, namely, that they have failed through oversight or careless research or thinking to fully comprehend the investment value (on a cash basis for tangible property, counting nothing for goodwill) which has resulted from the conservative policy followed during the past 20 years in distributing moderate dividends and turning back into the property surpluses earned on basis of a reasonable annual return on the investment.

The corresponding figures for 1919 of profits earned and invested capital, stated on relatively the same basis as above figures for 1918, are:

		Per cent. of Profits on Investment
Net profits	\$ 183,947,180	
Investment in properties	2,361,028,726	7.8
Investment, not counting common stock as originally represented by any cash property value	1,852,736,226	10

I believe the foregoing lengthy review of the entire subject in issue answers completely and fairly your letter and the direct statements, as well as the implications contained in your letter to Director-General Hines, in your annual report and in your letter to me; that it proves your severe criticisms were unwarranted and in many particulars misleading, based largely, if not entirely, on misunderstanding and erroneous conclusions concerning the facts, as well as not having a comprehensive view of the entire situation.

Very truly yours,

E. H. GARY.

### Cottonseed-Oil Mill Wanted at Abilene.

E. B. MOORE, Abilene, Tex.

This city wants a cottonseed-oil mill. Abilene is in the heart of the cotton-producing area of the State. It had an oil mill up to last spring, when it was destroyed by fire and the parties owning sustained such loss that they are not rebuilding.

I will be glad to give information and any possible assistance to anyone wanting to establish an enterprise of this kind here.

# Will Deflation Be Followed by Inflation?

[Mr. Moreton Frewen, the well-known political economist of England, sends to the Manufacturers Record advance proof of a letter which he has written to the London Telegraph, in which he deals with deflation in this country and the possibility of coming inflation. We publish Mr. Frewen's letter in full.—Editor Manufacturers Record.]

By MORETON FREWEN, London.

To the Editor of the Daily Telegraph:

"Sir—In your issue of February 3 'A Diplomatic Correspondent' writes an interesting review of the proposed 12 per cent duty on what Germany exports, and the writer states that a distinguished Italian, the Commendatore Giannini, assures him that he and the two Belgian Ministers, Jasper and Theunis, were jointly the authors of this sound and sane economic novelty. May I say, however, that I am rather skeptical as to this Belgian claim, and as the development of such a fiscal policy may, once started, travel fast and far on the rails of future finance, perhaps you will permit a short letter?"

Almost exactly two years since I was permitted to read a memorandum which had been submitted to the Treasury by Sir L. Worthington Evans, and which, much interested by the contents, copied complete. Sir Laming gave reasons for his conviction that a veritable debacle was at hand in the mark exchange, such a slump as would just laugh at all mere tariff correctives, and that, if competing British industries were to be saved at all, they could only be saved by an export duty on all that Germany exported, the duty to be collected in the currency of the importer country; that is, in dollars in New York, in sterling here. I was told at the time that this very elaborate memorandum had secured the approval of Colonel Amery, whose mind happily inclines toward these problems of currency and exchange, and if the public were now permitted to read this monograph, with its speculation as to the coming collapse of the mark and the effect of that collapse on wages and employment here which has been so remarkably justified by subsequent experience, much clearer thinking might result. Where Sir Laming invited Treasury guidance was to the collecting of the export duties in foreign currencies. In this was the novelty, but the Treasury professors thought that he was merely airing some new "fad" in insisting that the depreciation of a country's currency stimulates that country's exports, a fact which is the key to the whole theory of foreign exchanges, and is not in dispute at all. It is because a currency depreciates that gold prices there fall; thus imports diminish, exports increase, the balance of trade becomes favorable, and gold rushes in to redress the balance of trade. But the problem of money payments on exports which two years ago puzzled Sir L. Worthington Evans was fairly stated by M. Briand last week in these words:

"In examining this question it must not be forgotten that Germany, in order to pay us, has to create every year wealth abroad by developing her exports and by reducing her imports to the strict minimum. But she could not do this except by harming the commerce and industry of the Allies. That is the strange and painful consequence of the facts themselves. The raising of a proportional annuity to be paid in foreign currency on all Germany's exports will correct as far as possible this paradoxical situation. \* \* \* A precise plan with this object has been considered, and the measures of control provided for in the arrangement will be of a kind to assure the collection of these annuities."

## An Indian Precedent.

Let me observe, without disparagement of Sir L. Worthington Evans' admirable memorandum, held so much in contempt two years since by the Treasury professors, how true it is that "there is nothing new under the sun," and the sower two years ago of the seed now ripening to harvest will be interested to know that half a century since John Stuart Mill, writing on "Some Unsettled Problems in Exchange" (such was, I think, the title), advanced this "Evans' view" for a similar hypothetical exchange fracture, and Lord Aldenham, when Governor of the Bank, and at a time when the depreciation of the rupee currency in India was first giving serious trouble to its Government, went back for guidance to the chapter of John Mill. India at the time required revenue, as she was losing on each penny of fall in the exchange value of the rupee nearly two millions sterling. Why not collect it, said Lord Aldenham, and in sovereigns, by an export duty on Burma

rice, on Punjab wheat and indigo and jute, which exports were all being at that time heavily bounty fed by the depreciating rupee, just as German exports, such as cutlery, to the United States will be stimulated at the immeasurable expense of Sheffield by the present depreciation of the mark.

We shall see what we shall see! Will Germany, in spite of these shifts and expedients, now advocated by M. Briand, which are sound, if not adequate—will she lamprey on Belgium and Great Britain in the case of their exports to America just as with the falling rupee after 1875 Bombay's cotton mills have lampreyed on Manchester, and Calcutta's jute mills on Dundee? I foretell with confidence that Germany will, and then for the first time men will discover the great "silver question" of the past 30 years.

But what I fear is that just as that greatest of all experts, Lord Aldenham, talked 30 years ago, clean over the heads, not only of the Indian Government, but the most erudite of us, his disciples, so it will be now. The "Treasury mind" is not merely a blank on such a subject, but its ignorance is the chief source of its irritation. The only prompt welcome Lord Aldenham received was from "Cobden's Favorite Disciple," Sir Louis Mallet, and the next to join Sir Louis, it is strange to recall, was Professor Emile de Laveleye, the most eminent of the Continental free-traders, who, in view of the bonus cheaped silver exchanges were affording to all the export trades of Asia, wrote these significant words: "Failing the restoration of silver, the world will revert to protection." A very little later Mr. Gladstone, not less befogged as to exchange matters than are the Treasury advisers now, declared of "bi-metalism," for the want of which free trade (free exchange) was dead, "it is protection in disguise." Let me now in fullness of time and reason put on record a reply of Lord Aldenham, then Mr. Hucks Gibbs, to Lord Herschell in giving evidence before the Gold and Silver Commission in 1883.

## Currency and Exports.

Mr. Gibbs said of the Chile currency (3006): "I shall be exceedingly surprised if any intelligent person with the like experience will dispute the general statement that a depreciated currency decreases the initial cost and stimulates the production of commodities intended for export. So much has it done so that I may safely say that if Chile exchange should rise from the present point of 25d. to the dollar to between 36d. and 40d., not another quarter of wheat would be grown in Chile for export, many copper mines which subsist on the low exchange would be closed, and many nitrate establishments would be in the same case."

Such were the "far-flung" results of the depreciation of the currency in Chile, and now that men's minds are attracted, however great the repulsion, to these problems, let me say a word about the competition of the poor British farmer with the far more bounty-fed exports from Argentina.

When giving his evidence before the Royal Commission on Agricultural Depression in 1895, Mr. De Renzi Brett, who farmed over 20,000 acres of wheat land in the Pate, stated that he had paid his field hands the same wages in paper dollars when that paper was at par with gold as he did when he got three paper dollars for one gold dollar. Mr. Brett said that when wheat was selling at 18s. per quarter in England, in 1894, Argentine exporters were getting 324 paper dollars for 100 gold. Wheat was at that time being sold at railway points in the River Plate for 11s. gold, which gave the farmer 38s. 6d. paper. In 1887, when 100 gold dollars bought 370 dollars paper, the area under wheat had expanded to over 7,000,000 acres, and 80 per cent of the entire crop was exported. Wheat was but one product in the River Plate that owed its prodigious expansion to paper inflation. Maize and hay, wood and beef, and mutton from Argentina were all dumped upon us, to the utter rout of our farmers, and the destruction of our agriculture. The time has now come when Sheffield and Middlesbrough, and Mr. Chamberlain's own Birmingham, and Leeds and Bradford, are to be undone in similar fashion, and

yet, the one thing of all others needful being to "think imperially," Mr. Chamberlain believes that he can leave these vast issues to mere academic minds, such as Prof. Maynard Keynes."

Let me say, in conclusion, that if students of the present extremely complex exchange conditions will refer to the Statist "Index Numbers" (page 255) for this week, they will discover much food for reflection.

**Very briefly, the position disclosed is this:** As a result of a far too drastic curtailment of credit by Governor Harding's Federal Bank Board, a deflation has been in operation for many months over there, which clean outleaps our most unwise and dangerous deflation here. The result in America has been a fall of prices from Index Number 226, for January, 190 to 139, for December last—a fall which involves that the true burden of the National Debt of the United States in those months measured in terms of its staple products has been increased in the ratio of 137 to 226. Such is the first fruit of indiscreet "deflation" in the United States!

Now let us take the Statist figure for Great Britain. Prices here have fallen in the same period from Index Numbers 288 to 243. The import these figures convey is that at these new price levels the United States is now a much better market for England to buy in, but a much worse market to sell in, the fall in their price level is far more harmful to our exporters than the gain to them by the difference in the exchange—the 4.87 at par and the 3.90 now—and it is this, no doubt, which is accountable for the recent, otherwise inexplicable, rapid advance in the rate of sterling exchange. Our traders have only realized this alteration in price conditions in the last few weeks, and are as yet quite in the dark both as to its cause and its incomparably important consequence. And it follows from this that any cause which may again advance American prices toward the "226" level of a year ago should be followed ceteris paribus by a fresh fall in sterling. Sterling exchange is no longer in the control of the bill market, but is controlled by the excessive deflation over there, manipulated by an oligarchy—by a board of seven members. Today there is a general and clamant protest to Washington from all parts of America and from all classes of traders against a deflation so drastic—a protest which when the new Congress meets next month may probably stampede that body, and, seeing that, as Governor Harding has himself pointed out, an immense volume of unused credit is available under the conditions of the Federal Bank Act of 1913, it seems probable that there will be a much-needed expansion of credit and an early recovery of prices, going back, perhaps, the whole road to Index Number 226, and attended by a fall, and a great fall, in sterling exchange.

### Need in South for More Curing and Storage-Houses for Sweet Potatoes.

Atlanta, Ga., March 3—[Special.]—Sweet potatoes could be made to yield a much larger money return to Southern farmers if there were sufficient curing and storage-houses in the producing sections, according to General Agricultural Agent Roland Turner of the Southern Railway system.

"There is a growing demand for Southern sweet potatoes from consumers outside the South, as well as in the Southern cities," declares Mr. Turner, "and this crop can be made to bring much money to Southern farmers if facilities can be provided for storing and curing the potatoes so that marketing can be spread over the greater part of the year instead of being confined to the harvesting season. Plenty of sweet potatoes are grown in the South, but sufficient attention has not been given to the marketing feature and to proper grading.

"Several years ago the Southern Railway aided in introducing the Southern sweet potato into Northern markets, and this and similar efforts have created a demand which is not now being supplied. For years Southern sweet potatoes have been featured on the menus of Southern Railway system dining-cars, and an increasing demand for sweet-potato dishes, particularly from tourist travelers, has developed.

"Plans for the construction of curing and storage-houses can be secured from the United States Department of Agriculture or from any State agricultural college, and the Development Service of the Southern Railway System will be glad to assist in every way possible at any point on its lines where there is interest in such an enterprise."

### Sees Higher Prices for Sugar.

Sugar Land, Tex., March 1—[Special.]—During the month of March the Imperial Sugar Co. of Sugar Land will import from Cuba 27,625,000 pounds of raw sugar, valued at more than \$1,500,000, including the duty. These shipments are for the company's large refinery here. W. T. Eldridge, president, has returned from New York, where he investigated the situation as regards refined sugar. He said it is expected that Cuba will perfect a selling organization similar to the plan on which the United States Sugar Equalization Board handles supplies for this country. He said it is well understood in sugar circles in New York that the United States State Department has notified Cuba that any price for raw sugar above 6½ cents at United States ports will be looked upon with disfavor. This he regards as being equivalent to a permit from this Government for the Cubans to establish a 6½-cent selling price delivered at the ports of the United States. Adding 101 duty, and taking into account port expenses, freights and mechanical loss, will make the actual cost of raws about 8 cents.

Should Congress increase the duty an additional 101, as appears very probable, the cost of raw sugars at the basis indicated would be slightly above 9 cents. Mr. Eldridge therefore sees 10-cent sugar probable and 11-cent sugar possible in the not remote future, either or both of these indicated levels being contingent alone on the success of the Cuban plan and the action by Congress on tariff increases.

Mr. Eldridge asserted that the Cubans offered their sugar crop of last year to the United States at 6½ cents, and now that they have received what is generally accepted as official sanction for that basis, he is entirely convinced that the selling committee will put it into effect.

He is further of the opinion that if Cuba's sugar supplies are to be conserved and preserved for the use and benefit of the United States, which annually buys 2,000,000 tons of sugar from the island, such an arrangement as has been outlined is absolutely necessary. He expressed the belief that conditions in Cuba are not generally realized. The island is in a state of insolvency. Its credit resources are impaired to the point of almost destruction. Merchandise in large quantities remains undelivered and auctions to dispose of accumulated ocean freights are the order of the day.

Mr. Eldridge said that by the methods adopted the Government of Cuba undertakes to normalize and stabilize the prices at which Cuban sugar may be delivered to the United States and other countries depending on Cuba for sugar supplies.

That Cuba's production this year will be below normal is also a prediction by Mr. Eldridge. H. A. Himely, statistician, estimates that the Cuban acreage this year under normal conditions should produce 4,051,000 tons, but he says under the abnormal conditions of the present it is impossible to foresee what the returns will be.

Mr. Eldridge is also of the opinion that the world is short at least 2,000,000 tons its normal sugar requirement, and he says with the lower price levels of this year the United States will not be likely to get much sugar from unusual sources. Last year this country received exceeding a million tons that Europe did without because of the inability of the war-impooverished populations to pay the abnormal prices asked.

### Shoes Manufactured Without Seams.

A method has been devised by a manufacturer of Los Angeles for making shoes without seams. The advantages claimed for this new type of shoe are that there are no ridges to hurt the foot, due to leather overlapping at the edges; no ripping to be mended, and the cost is less because of the leather saved in construction, the method practically doing away with the stitching-room of the ordinary factory. The number of manufacturing operations is reduced from about 70 to 15 by the Strauss method, as it is called.

The Strauss Seamless Shoe Co. of Los Angeles, Cal., is the inventor of the new machine, which has been developed by Robert Hubbard, president of the company. The plan is to form a factory company for operation in Los Angeles, and later to establish other factories in other cities of the country as conditions justify. The shoe machinery itself will be manufactured by the company already formed for this purpose, and it will be rented to shoe factories, as is the custom with the Goodyear welt machinery.



# New Orleans Becoming World Oil Port

LOUISIANA CITY ALREADY FIRST IN CRUDE OIL EXPORTS AND SECOND IN IMPORTS, AND GAINING STEADILY.

By THOMAS EWING DABNEY, New Orleans.

New Orleans is becoming one of the great oil ports of the United States. It's a development that has come within the past 10 years, and at the present rate it looks as if New Orleans will be the greatest oil port in the world.

For it is the hub of the oil-wheel that is rolling out 40 per cent of the world's supply of oil now—the great circle swinging around Florida, North Louisiana, Texas, Mexico, Central America, Colombia and Venezuela on the upper rim of South America, and back through Cuba. American capital is gushing into these new fields, and those who have studied the question say that within a few years this vast reservoir or series of reservoirs will be supplying 60 per cent of the world's oil.

In the United States the original deposits of petroleum have shrunk since 1858 from 11,750,000,000 barrels to 6,750,000,000. The difference has been used. It doesn't exist. So from the new fields of Louisiana, Texas, Oklahoma, Mississippi, Alabama and from the other segments of the great circle must come the supply of the future.

Even with Latin America out of the picture, New Orleans would be a great oil port, for the gravity pull of trade and the cheap transportation of the Mississippi River would send through New Orleans the production of the surrounding States.

But with the only safe mainland ports of the great oil-producing circle in the United States, and with New Orleans the nation's second largest port, a two-way port besides, and the most centrally located in the South, it's an absolute certainty.

In 1919 New Orleans was bragging about exporting 318,263,861 gallons of mineral-oil products, valued at \$38,983,760. But in 1920 these totals had leaped to 434,464,545 gallons, valued at \$75,462,011, a gain of 116,200,684 gallons and \$36,478,251.

Comparisons for 1920 with other ports are not available, because the statistics have not been put into shape. But New Orleans, with 116,200,684 gallons less export oil to its credit and a proportionate amount of import trade in 1919, led the country in crude-oil exports, was second in crude-oil imports, was first in gasoline exports and second, third, fourth and fifth in the export of other mineral-oil products. Here are the figures as summarized from Foreign Commerce and Navigation (1919) issued by the United States Government:

## Exports of Mineral-Oil Products—1919.

Crude Oil—New Orleans, first; 19,218,547 gallons, valued at \$1,877,148. Total of country, 248,821,433 gallons, valued at \$14,805,546.

Refined Fuel or Gas Oil—New Orleans, fifth; 36,079,028 gallons, worth \$2,401,533; exceeded by Galveston, New York, San Francisco, Los Angeles. Total of country, 548,849,605 gallons, worth \$30,818,877.

Illuminating Oil—New Orleans, third; 174,612,540 gallons, worth \$17,503,748; exceeded by New York and Galveston. Total of country \$979,155,147 gallons, worth \$119,024,479.

Paraffin—New Orleans, fourth; 367,764 gallons, worth \$146,141; exceeded by Baltimore, New York, Philadelphia. Total of country, 10,300,005 gallons, worth \$1,795,612.

Other Lubricating Oils—New Orleans, fourth; 9,445,082 gallons, worth \$1,668,917; exceeded by New York, Philadelphia, San Francisco. Total of country, 264,495,161 gallons, worth \$83,347,739.

Gasoline—New Orleans, first; 62,295,024 gallons, worth \$13,439,158. Total of country, 259,783,919 gallons, worth \$61,756,864.

All Other Naphthas.—New Orleans, second; 14,053,528 gallons, worth \$2,566,781; exceeded by New York. Total of country, 112,349,038 gallons, worth \$30,290,030.

## Imports of Crude Oil—1919.

Crude Oil—New Orleans, second; 349,182,700 gallons, worth \$3,925,343; exceeded by New York. Total of country, 2,218,505,817 gallons, worth \$26,442,881.

Thus, of the 2,423,754,328 gallons of mineral-oil products exported by the United States in 1919, there flowed through New Orleans 316,071,513 gallons. Of the \$350,839,147 total value of these products, the New Orleans trade amounted to \$39,603,424. In other words, New Orleans handled one-seventh of the total export trade in oil of the United States in 1919, and the New Orleans trade was bigger in 1920 by 116,200,684 gallons.

Likewise, in 1919, one-seventh of the crude oil imported into the United States came through New Orleans, and the volume coming through New Orleans almost doubled in 1920. Crude-oil imports at New Orleans amounted in 1920 to 623,412,819 gallons, as against 349,182,700 gallons in 1919.

The following summary of mineral-oil products exported from New Orleans during 1920, made from figures compiled by the Association of Commerce, shows the immense trade in the various products:

## OIL EXPORTS FROM NEW ORLEANS, 1920.

		Gallons.
Crude oil .....	\$5,167,502	34,895,806
Fuel and gas oil .....	7,414,743	85,567,940
Illuminating oil .....	17,534,319	132,170,776
Paraffin oil .....	283,127	581,026
Other lubricating oils .....	3,772,475	14,296,023
Gasoline .....	29,142,235	118,378,433
Other naphthas .....	12,147,579	48,474,441
Residuum .....	31	100
Totals for 1920 .....	\$75,462,011	434,464,545
Totals for 1919 .....	\$38,983,760	318,263,861
Increase in 1920 .....	\$36,478,251	116,200,684

Six years ago there was practically no oil development in New Orleans; now within the city limits and in its industrial suburbs are four refineries with a combined daily output capacity of 32,600 barrels of 42 gallons, many bunkering and storage plants, not to mention the refineries and storage plants that are building or have bought site for building, and several that, as these are written, are investigating the possibilities here.

The biggest oil prize of the past year that fell into New Orleans' lap was the Carson Petroleum Corporation, which has bought a 500-acre site at Destrahan, a few miles above the city and well within the industrial circle of the port. This is a Chicago corporation; it will be known here as the Petroleum Export & Import Co. It is capitalized at \$5,000,000, and announced plans contemplate the building of a refinery, a storage-tank farm and a wharf with facilities for handling bunkering and cargo shipments. In addition, a can and barrel plant will be built for manufacturing containers in the package-export trade.

Other new oil industries that have recently come to the New Orleans district are the Island Oil & Transportation Co., Sellers, La.; New Orleans Corporation, Chalmette; Roxana Petroleum Co., Destrahan; Oceanic Oil Co., Avondale.

Investments in oil plants in the New Orleans district run into the multiplied millions. And the yearly payroll runs into the millions.

The Mexican Petroleum Corporation, at Destrahan, is the largest refinery in the New Orleans territory. The plant covers 400 acres, and the company has bought 600 acres more for expansion. The tank capacity is 300,000 barrels of crude oil and 220,000 barrels of fuel oil. The capacity of the refinery is 20,000 barrels a day. Mexican crude oil is "worked," and the products are gasoline, kerosene, road oil, gas oil, asphalts, flux and Diesel-engine oil.

Next is the Freeport and Mexican Fuel Oil Corporation, a subsidiary of the Sinclair-Gulf, at Meraux, nine miles below the city. The refinery has a capacity of 10,000 barrels a day and the storage tanks 375,000 barrels. It uses Mexican oil. The plant site is 210 acres in extent, and the company has bought 2000 acres more to increase capacity. The products are the same as of the Mexican Petroleum Corporation.

The Liberty Oil Refining Co., on the New Basin Canal in the city, has a capacity of 1100 barrels a day. It is a "topping"

plant only. It exports its product in cans and operates a canning plant.

The Pelican Oil Refining Co. has a 500-barrel refinery at Chalmette, just below the southern boundary of New Orleans. It makes gasoline, kerosene, gas oil and fuel oil. It uses mid-continental oils, which are shipped to it in tank cars.

Large refineries are to be built by the Island Refining Corporation, a subsidiary of the Island Oil & Transport Co., at Sarpy, and the New Orleans Refining Corporation, owned by the Royal Dutch Shell, at Sellers. The former has a site of 780 acres, the latter of 366 acres.

In storage capacity the Union Petroleum Corporation, with a plant covering 43 acres at Westwego, takes the palm. The capacity is 600,000 barrels. Only gasoline and kerosene are handled. At Avondale there are two storage plants: the International Storage & Warehouse Corporation, which handles refined products only and has a capacity of 205,000 barrels, and the Export Oil Corporation, capacity 280,000 barrels, which handles gasoline and kerosene for export. The Louisiana Oil Exporting Co., subsidiary of Louisiana Oil Refining Corporation of Shreveport, has a storage plant with a 200,000-barrel capacity at Chalmette. Nearby is the 110,336-barrel storage plant of the Standard Oil Co. At Southport, just beyond the city limits, is the National Petroleum Corporation, with a storage capacity of 25,000 barrels; extensions are contemplated. The Texas Oil Co., with a storage capacity of 150,000 barrels, is at Amesville, opposite the city on the other side of the river. At Gretna, another town opposite the city, is the Gulf Refining Co., storage capacity 100,000 barrels.

For the local market of New Orleans are the plants of the Indian Refining Co., with a storage plant of 71,000 barrels, and the Galena-Signal Oil Co., with a storage capacity of 4,000 barrels, the latter lubricating oil. The Rio Bravo Oil Co. has a small plant at Algiers, across the river from New Orleans, for supplying the Southern Pacific Railroad locomotives.

Thus, including the tanks of the refineries, the oil-storage capacity of New Orleans cuts close to 4,000,000 barrels.

Following are the oil facilities of New Orleans for bunkering ships:

Gulf Refining Co., capacity 800 barrels an hour.

Texas Oil Co., capacity 1500 barrels an hour.

Mexican Petroleum Corporation, capacity 1500 barrels an hour.

Sinclair Refining Co., capacity 2500 barrels an hour.

Standard Oil Co., capacity 1000 barrels an hour.

It's a big industry—the oil business of New Orleans—and it is still on the make.

### Sidelights on Business in a Steel Company's Report.

The fifth annual report of the Midvale Steel & Ordnance Co., signed by A. C. Dinkey, president, and Wm. E. Corey, chairman, recites experiences during 1920 that are typical of many industries. After referring to the beginning in October of a marked recession in trade and to the reduction of wages and salaries on January 1, 1921, the statement of conditions laid before the stockholders says:

"While we appreciate the fact that the causes of the halt in trade are very complex, nevertheless we believe that one of the important factors in the hesitation of buyers was that they believed, and rightly, that the market for steel products was falling. The psychology of the situation was that no buying of any importance would be done until the consuming interests were convinced that the market had fallen.

"We therefore, on February 4, 1921, announced radical reductions in the selling prices of our standard rolled products. This action was taken, not with the expectation that it would immediately start a buying movement, but with the belief that such a step must be the first one taken in order to restore normal conditions.

"We are confident that the principal underlying factor in the present trade depression is the fact that the general buying public believe that there must be thorough liquidation in all commodities before a revival in trade can be expected. This, of course, involves further readjustments of labor rates, not only in the steel business, but in all other industries, and a frank recognition of this condition by both employers and workmen is imperative.

"It is extremely unfortunate, however, that there does not seem to be any immediate prospect for relief in one of the principal items of manufacturing costs, i. e., freight rates. \* \* \* Manifestly, the only way out is for the railroads to reduce their operating costs also, the principal item of which is labor, so as to be in a position to establish lower freight rates.

"In general, we believe that the first half of the year, at least, must be devoted to the solution of the above problems, which will require time and patience."

The report goes on to show that the average wages of the employees of the Midvale Steel & Ordnance Co. have risen from \$1015 per year per employee in 1916 to \$2161 in 1920, and that the wages paid per ton of products shipped advanced from \$18.95 in 1916 to \$46.67 in 1919, while in 1920 the figures for this cost were \$42.29, indicating apparently an increase of efficiency among the workmen. (The manner in which these latter figures are obtained is by taking the total payroll, less portion expended on construction and betterments, divided by tons of steel product shipped.)

The company's net earnings from operations for the year ended December 31, 1920, were \$19,687,543.65, to which is added other income on securities, commercial interest and discount, etc., making the total of earnings \$22,245,202.22. The net income for the year, after providing for profits applicable to minority interests was \$12,424,919.59. Surplus unappropriated December 31, 1919, was \$55,308,703.41, and on December 31, 1920, the same item was \$59,865,449.52, after having paid \$8,000,000 in dividends during the year. The total assets are \$285,496,106.83.

### South Carolina Farm Crops for 1920 Valued at \$231,000,000.

By A. B. BRYAN, Clemson College, S. C.

The total value of farm crops in South Carolina in 1920 was \$231,000,000, representing an average yield per acre of \$33.70, according to figures compiled for the Bureau of Crop Estimates, United States Department of Agriculture. The report places the average value of plow lands in South Carolina at \$61 per acre, or \$29.10 less than the average for the United States. In this respect South Carolina ranks twenty-eighth with the other States.

Total area of the State is approximately 19,600,000 acres, about one-third of which was in cultivation in 1920.

Of the 192,664 farms, about 55 per cent are operated by owners and 45 per cent by tenants.

Cotton, the leading money crop, represents 45 per cent of the acreage planted to all crops in 1920 and 50 per cent of the total value of the 13 leading crops. Production in 1920 was 1,530,000 bales.

The State ranked fourth in cotton acreage and second in cotton production in 1920.

Corn is the second crop from the standpoint of value, the production in 1920 being 42,370,000 bushels, valued at \$49,000,000.

Compared with other States, South Carolina ranked fifth in production of tobacco in 1920, total yield being 10,950,000 pounds.

South Carolina was fifth in production of rice, total yield 102,000 bushels; sixth in sorghum syrup, total production 1,620,000 gallons; seventh in peanuts, production 1,620,000 bushels.

Total acreage of corn, wheat, oats, rye, tobacco, hay, peanuts, rice, Irish potatoes, sweet potatoes, sorghum for syrup, cowpeas and cotton in 1920 was 6,562,000 acres, total value of the crops being \$231,000,000, with an average yield per acre of \$33.70. The total value of these crops in 1919 was \$404,000,000. This big difference in total values was due largely, of course, to deflation of crop values.

The value per acre of these crops is reported as follows: Corn, \$22.04; oats, \$24.73; wheat, \$28.05; rye, \$33; tobacco, \$97.50; rice, \$72.50; peanuts, \$95.40; cowpeas, \$20.25; hay (wild), \$21; cotton, \$36.83; hay (tame), \$25; sweet potatoes, \$122.85; Irish potatoes, \$190, and sorghum syrup, \$100.

The average wages of male labor in the State, where employed by the month and without board, in 1920 was \$41.80. The only State paying a lower wage was Mississippi, where the average was \$41 per month. The average for the United States was \$34.95, while the average for a group of Western States was \$39.43.

# Building Activities in Norfolk on the Upgrade

MANY DWELLINGS UNDER CONSTRUCTION—INDICATIONS ARE THAT PRESENT YEAR WILL SEE MANY IMPORTANT ADDITIONS TO THE CITY'S HOUSES, SCHOOLS, CHURCHES, OFFICE BUILDINGS AND INDUSTRIAL STRUCTURES.

[Special Correspondence Manufacturers Record.]

Norfolk, Va., March 5.

Construction activity is getting rapidly under way in and about this city. In addition to a large number of building projects started during 1920 and now being pushed to completion, many new projects are being started, and indications are that construction of dwellings on a large scale will be undertaken during the coming months. Indicative of the upward trend of building activities is the statistics regarding building operations in the city as compiled by the building inspector. During the month just closed 62 permits were issued for construction work of all kinds to cost approximately \$420,444, as compared with 54 permits issued during January for work estimated to cost \$119,270. For the year 1920 a total of 1083 permits was issued for new construction and alterations costing about \$4,651,383.

During the week just closed, in addition to permits for several important construction jobs involving a big expenditure, upwards of \$50,000 was represented by permits for new dwellings, during two days permits for this class of buildings amounting to more than \$30,000. Besides, a number of important projects are pending, it is said.

Work on many of the new projects for which permits were issued during January and February is now well under way, and will be started shortly on others. Meanwhile, work is progressing steadily on those projects started last year, and which were necessarily delayed in completion owing to the difficulty then experienced in getting deliveries of materials and general labor conditions. Now labor is more plentiful, and steadily improving in efficiency, according to local contractors and builders, and materials are more plentiful and deliveries very good.

Following are a number of the more important building operations at present under way:

An additional story to the Citizens Bank Building has been completed at a cost of \$67,000 by E. W. Minter Company, Inc., of New York city.

The Brown Savings Bank Co. is erecting a modern stone and brick bank and office building at the northeast corner of Church and Queen streets. J. C. Brooks of Norfolk has the general contract.

The Norfolk Veneer Co. is erecting additions and making improvements at considerable cost at its plant on the northeast corner of 22d and Armistead streets. W. O. Beasley of Norfolk has the general contract.

The York-Boush Company has awarded the contract for the erection of a 12-story reinforced concrete office building, 50x121 feet, at York and Bush streets, to be completed at a cost of approximately \$540,000. E. W. Minter Company, Inc., of New York has the general contract, and plans were prepared by Herts-Robertson, architects, New York.

A two-story brick structure is being erected on the west side of May avenue, south of Princess Anne street, for E. A. Watkins & Bros., at a cost of about \$40,000, by the Johnson Construction Co. of Norfolk.

Contract has been awarded the E. W. Minter Company, Inc., for the erection of a one-story church building on the north side of 15th street for Beth El Synagogue, at a cost of about \$62,000.

The Lowenberg and Goodman Corporation of Norfolk has just awarded contract to E. W. Minter Company, Inc., of New York for the erection of an office and store building 84x115 feet high, which when complete will involve an expenditure of over \$166,000. It will have an all-steel frame and be of reinforced concrete construction, with brick-veneer finish. It is to be erected on the west side of Granby street, and workmen are already engaged razing houses on the site preparatory to starting work on the foundations. Peebles & Ferguson of Norfolk are the architects.

Within three weeks extensive improvements and additions to the plant of the Wynne Lard & Provision Co. at Princess Anne

avenue and the Norfolk & Western Railroad tracks will be completed and ready for operations, having been constructed at a cost of about \$40,000. The principal building is a lard refinery of brick and reinforced concrete construction, 50x55 feet, and three stories high, designed by Peebles & Ferguson, architects, and erected by Johnson Construction Co. Work at Roper Home, a charitable institution for the aged, is being completed at 40th street and Columbus avenue for Capt. John L. Roper, owner, at a cost of \$125,000. It consists of a three-story structure of brick and wood, 80x110 feet. Peebles & Ferguson are the architects, and the Johnson Construction Co. has the general contract.

The Criterion Amusement Co., Inc., of this city has awarded contract for the erection of a theater and office building at 320 to 322 Granby street, and which will run through to Monticello street. This structure will cost approximately \$200,000, exclusive of equipment. It will be 80x200 feet, and three stories high. The theater section, however, will run from 50 to 70 feet in height. It will be elaborately decorated and finished to compare favorably with any theater of its kind in the South, and will seat about 2000 persons. Plans for the building were prepared by C. K. Howell, architect, of Atlanta, Ga. The Johnson Construction Co. has the general contract, and work has already commenced on the foundations.

There is nearing completion at Stockley Gardens and Raleigh avenue a \$350,000 structure for Ghent Methodist Episcopal Church. This building will be one of the most imposing and finest finished church buildings in the South. It consists of a main auditorium 78x64 feet, a Sunday-school section 40x100 feet and a porch 14x70 feet. W. T. Gregory of this city has the general contract. Peebles & Ferguson, architects, prepared the plans, and F. F. Ferguson supervised the building work. The structure is built upon reinforced concrete foundations, and has a basement hall and recreation-rooms, storage and heating space beneath it. The frame is of steel, and the building itself is of brick, marble, stone and terra-cotta finish. It has a tower 160 feet to the top from the ground and 90 feet above the peak of the roof. There are four clocks upon the tower. The roof is of slate and copper, with lead flashings. The porch floor is of tile, the vestibule of marble and the remainder hardwood. Construction work was started about a year ago, and has progressed steadily, men now being engaged in putting on the roof. The Liberty Iron & Wire Co., Inc., of Norfolk furnished the steel. The New Jersey Terra-Cotta Co., Singer Building, New York, with factory at Perth Amboy, N. J., furnished the stone. Sand, gravel and cement and many other of the building materials were purchased locally.

A large plant for the Coca-Cola Bottling Works was just recently completed at Bush and Grace streets by W. T. Gregory. It is a reinforced concrete structure with steel sash, making a modern daylight factory building, and has a concrete slab and composition roof. It is 120x200 feet; and three stories high. B. F. Mitchell architect, of Norfolk, prepared the plans for the building, which cost about \$230,000, exclusive of equipment. The Truscon Steel Co. of Youngstown, O., furnished the reinforcing steel and sash, about 125 tons being used. Construction work began more than a year ago.

R. R. Richardson & Co. of this city has been awarded the contract for erection of reinforced concrete bathhouses and store buildings to be erected at Virginia Beach for the Sea Pines Improvement Corporation, at a cost of about \$25,000, after plans by Neff & Thompson, local architects.

A large new structure for St. Andrew's Episcopal Church is being rushed to completion on Graydown avenue at a cost of about \$100,000. This is a one-story structure of brick and stone, with a slate roof, construction of which was started about eight months ago, and carpenters are now at work trimming and finishing the interior. R. R. Richardson Company has the general



contract, and the plans for the church were prepared by Peebles & Ferguson.

An addition to the Maury High School to house the gymnasium and manual training department has just been completed. It is a one-story structure of brick and concrete, with a concrete roof with tar and gravel upon it, and cost approximately \$50,000. It was built by R. R. Richardson & Co., after plans prepared by Neff & Thompson, architects, and work was started about six months ago.

In addition to these varied items of construction, scores of houses are being erected in the city proper and in the nearby sections. It is believed by those who are watching the progress of building activities that this will be one of the biggest construction years in the city's history. W. A. Cox, secretary of the Chamber of Commerce, is confident more houses are now being erected in the vicinity than ever before. "On almost every street you will find new houses being erected in our residential sections and outlying districts," he said. "People who say there is no building activity here do not know what they are talking about. I can call to mind at least two school buildings and eight churches that are being built or have just been completed, and there are plans on foot for more similar structures."

Continuing, Mr. Cox said: "I believe there is but little unemployment here, and that there is more unemployment among office help than among laborers and skilled mechanics. Compared with other seaport cities, Norfolk has a distinct advantage these days. We naturally have to contend with the many crews of ships that tie up here and discharge their crews, but they soon scatter and return to their individual cities."

### Ten-Year Sugar-Cane Contracts for Everglades Crop—\$1,000,000 Investment Contemplated and Sugar Mill to Be Built—Two-Mile Railroad Siding to Be Constructed.

The Moore Haven Sugar Corporation of Moore Haven, Fla., is reported to have signed 10-year contracts for the sugar-cane crop of 3000 acres of land near Moore Haven, in the Everglades section of Florida. Financing of the project is being handled through the Jacksonville office of L. R. Steel Service Corporation, which is the fiscal agent for L. R. Steel Co., Inc., of Buffalo, and the Steel Realty Development Co. of Buffalo, the fiscal agent of the Moore Haven Sugar Corporation.

It is stated that an investment of \$1,000,000 will be made by the sugar interests. A mill will be built, and is expected to be in operation next fall. The Moore Haven & Clewiston Railroad, now under construction in the Everglades, will build at once a two-mile siding for the sugar interests. John J. O'Brien, president of the Moore Haven & Clewiston Railroad, wires the MANUFACTURERS RECORD that there are two other large sugar projects in process of development in that section.

Officers of the Moore Haven Sugar Corporation are E. C. George, president and general manager; Judge J. C. Granling of Miami, secretary-treasurer.

### Strikes Salt Deposit Without Encountering Water.

Spearman, Tex., March 5.—[Special.]—While drilling a test well for oil upon the Turkey Track ranch near here, W. Scott Heywood and associates discovered a deposit of salt which is 111 feet thick. This salt stratum was encountered at a depth of 700 feet. The most remarkable thing about it is that no water was encountered while drilling the hole. Neither has there been any water found anywhere else in the well, which is now at a depth of more than 2700 feet. The fact of no water above the salt bed makes the mining of the product an easy matter, it is stated. Mr. Heywood says that in event oil is not struck in the well he will take steps to mine the salt on an extensive scale. He plans to sink shafts and block out the salt in its native form. Of the many wells that have been drilled in the Panhandle of Texas in search of oil during the last two years, this is the first one that did not encounter water above the 700-foot level. Several of these wells passed through salt beds, but they were overlaid with water, which made the mining of the product out of the question, it is explained.

### HUGE GAIN IN CANAL TRAFFIC.

#### More Than 11,000,000 Tons of Shipping Pass Through Panama Waterway in 1920.

The story of the growth of the traffic through the Panama Canal from a total of 1,745,334 for the four and one-half months from the opening of the canal in 1914 to 11,236,119 in the year 1920 is told in the Panama Canal Record, the official publication of the Panama Canal for February 9, 1921.

Traffic in the calendar year 1920 was made up of 2814 ships in commercial service, paying tolls, and 221 vessels in the service of the United States Government, principally the navy, passing through the canal without paying tolls. The total was 3035 ships, exclusive of vessels used in the canal work and launches.

The aggregate net tonnage of the 2814 ships was 10,378,265 tons, Panama Canal measurement. They carried 11,236,119 tons of cargo. The tolls earned on them amounted to \$10,295,362.21. In net tonnage, tolls and cargo they were 21.4, 20.9 and 19.9 per cent greater, respectively, than in the past fiscal year. In comparison with the year 1919, the net tonnage, tolls and cargo were, respectively, 50, 47.2 and 50.5 per cent greater in 1920 than in the preceding calendar year.

Of the 2814 commercial ships passing, 1281, or 45.5 per cent, were of United States registry; 867, or 30.8 per cent, British; 122, or 5 per cent, Japanese, and 111, or 3.9 per cent, Norwegian—these four nationalities covering 85 per cent of the total ships using the canal.

Comparison of the cargo carried through the canal in 1920 with that handled in previous calendar years is shown below:

Year.	Tons.
*1914.....	1,745,334
1915.....	4,894,134
1916.....	4,838,496
1917.....	7,427,680
1918.....	7,294,502
1919.....	7,468,167
1920.....	11,236,119

\*In 4½ months, from opening of canal on August 15, 1914, to end of calendar year 1914.

Of the commercial ships, 1414 went from the Atlantic to Pacific, 1400 from Pacific to Atlantic.

The cargo handled by commercial ships from Atlantic to Pacific through the canal amounted to 5,269,350 tons, and that from Pacific to Atlantic to 5,966,769 tons. The total was 11,236,119 tons.

All previous records for traffic through the Canal were broken during the month of January, 1921, when 279 commercial and 79 noncommercial vessels transited the canal. Of the above ships, 197 passed from the Atlantic to the Pacific, and 161 from the Pacific to the Atlantic.

### Mining Operations Reviving in Zacatecas Districts.

Monterey, Mexico, March 2.—[Special.]—Mining operations in the different districts of the State of Zacatecas are showing a revival, notwithstanding the low price of metals. Many claims have been filed upon recently, and properties which have been idle for some time are being placed in condition for ore production. Applications for title have been made by Edward P. Palmer, an American mining man of Zacatecas, to several groups of claims in the San Bernable section, near the Orlando and Soledad claims, which produce high-grade silver and lead ores.

The San Francisco de Javier group of mines, situated near the city of Zacatecas, have just been patented to Genaro Borrego. This property is producing considerable quantities of ore that run high in gold and silver values.

W. M. Mathews and associates are making preparations to carry on development work on an extensive scale on their Piedra Azul mines, in the Concepcion del Oro district of Zacatecas. The property has a good record as a producer of gold and silver ore. The same interests have filed on two other groups of mines in the same locality.

In the Veta Grande district of the State of Zacatecas August Reimers has acquired La Oriental group of claims, and will start development work upon the property on a big scale soon.

**HUN, BY IRISH AID, SPREADS PROPAGANDA.****New York Mass-Meeting Hears Secretary of State Called Liar and Germany Lauded to Skies.**

New York, March 5—[Special.]—German propaganda in the United States is not dead. As in the war, the discontent of the Irish is being played upon by sympathizers with the Teutons to cause trouble between the United States and Great Britain.

Any doubt of the truth of these assertions was dispelled here last Monday night, when upward of 12,000 persons crowded Madison Square Garden to hear so notorious a pro-German as Edmund von Mach, known as chief of German propaganda in the United States.

The reported object of the meeting was to protest against the use of negro troops in the Rhineland by France. The fact that France has publicly announced the withdrawal of the Senegalese soldiers, to whose presence the Germans objects, and that this announcement has been verified by Bainbridge Colby, Secretary of State, did not cut any figure.

With the same arrogant disregard of truth that characterized German propaganda during the war, Dr. Von Mach said Secretary Colby had lied about the removal of black soldiers, and, with the aid of Otto Stiefel, a St. Louis brewer, wrung tears from the audience with stories of wrongs being endured by German women at the hands of France's black colonials.

Not in years has so large a force of police been mobilized as gathered about the Garden last Monday night, where, within sight of the foundations of New York's famous Victory Arch, speakers attacked Great Britain and France savagely.

One thousand police kept order. Several persons who shouted, "Remember Belgium, remember the Lusitania, remember Edith Cavell," were quickly carried from the hall, as German throats shouted "lynch them." Within the Garden were leaders of the American Legion, including F. C. W. Galbraith, national chairman, who volunteered to attend in order to prevent possible trouble from ex-service men, scores of whom gathered outside the Garden.

Speakers who advocated the union of Ireland with Germany were heartily applauded, and it appeared that there were almost as many "Irish-Americans" in the crowd as "German-Americans."

A strangely incongruous feature of the meeting was the fact that the vast auditorium was decorated with American flags, and that hundreds of small flags had been distributed to those who attended. The meeting opened with the singing of "The Star-Spangled Banner."

In this respect, and in the fact that the crowd, while shouting lustily every time anything German was mentioned, also shouted when it was called "100 per cent American," the meeting was not unlike other German meetings during the war. Apparently the continuation of German propaganda in this country, aided by other racial groups who wish to settle their national problems on American soil, is to be of a sort with the clumsy efforts of war days.

New York's German population is unrepentant and unchastened. That much was made apparent at the meeting. No effort is going to be spared to make trouble between this country and Great Britain and France.

**Coal Production Less.**

The United States Geological Survey reports that the production of soft coal continues to decline, according to the figures for the week ended February 26, which show that the total output, including lignite and coal coked at the mine, was 7,334,000 net tons, a decrease of 159,000 tons when compared with the preceding week. "With one exception," says the report, "the coal strike of 1919, the rate of production is lower at present than at any time during the past four years, the period over which the records of weekly output extend."

The production of anthracite coal also declined during the week, the output being 1,825,000 net tons, a decrease of 9 per cent in comparison with the preceding week, this being probably mainly due to the Washington's Birthday holiday, which is generally observed in that region.

The slump in production of beehive coke continued during the last week of February, the total output being 194,000 net tons, a decrease of 11 per cent as compared with the previous week.

**New Masonic Temple for New Orleans Will Cost \$3,000,000.**

New Orleans, La., March 5—[Special.]—Plans for the new Masonic Temple show that New Orleans is to have another handsome skyscraper. The demolition of the building on the site will begin in October of this year, and the new structure will be completed some time next year.

The new temple will be 18 stories high, and will cost about \$3,000,000, according to Sam Stone, Jr., architect. It will be built of steel frames and masonry, faced with limestone, and with a marble finish.

Half of the building will be begun as soon as sufficient space has been cleared for it. The other half will go up when the first



NEW MASONIC TEMPLE TO BE ERECTED IN NEW ORLEANS AT A COST OF \$3,000,000.

half is finished. This sectional style of building is planned so that the Masons may have halls for conducting their meetings while the building is going on. The contract has not been let.

The new temple will be at St. Charles and Perdido streets, the site occupied by the present temple, which was erected in 1891, and cost, including the site, only \$70,000. It was considered a model of magnificence in its day, and the progress of New Orleans is reflected in the new edifice that is taking the place of the old.

**Tobacco Exporters and Dealers.**

VANDEPUTTE JONCKHEERE, Alost, Cabul, 18-19, Alost, Belgium.—We would appreciate it very much to receive the address of exporting houses and dealers in leaf tobacco in the following districts: Burley, Clarksville, Louisville, Ky., and Richmond, Va. Only big firms interest us.

# NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

## The Silver Question and the Pittman Act.

Ann Arbor, Mich., January 20.

Editor Manufacturers Record:

In 1917 the United States sold to our Allies the 207,000,000 ounces of silver, held in the Treasury as security for the silver certificates, at \$1 per fine ounce. The silver interests, taking advantage of the country's absorption in the war, slipped a little joker over on the rest of us by inducing Congress to add a clause to the Pittman Act providing for the repurchase of a like amount of silver from American mines and reduction works at \$1 per fine ounce, though the silver was of about as much use to us as a white elephant! The price of silver was then above \$1, and remained above until last June, when it dropped to 90.25 cents per ounce. No silver was bought by the Treasury previous to last June, leaving the silver certificates without a silver reserve for three years. Nevertheless, they remained at par. As soon as the price dropped below \$1 per ounce the silver purchases began, and by the beginning of December amounted to some 20,000,000 ounces. The price has gone on down since June and is now around 65 cents—to all but the United States Treasury—and the silver, for which we paid \$20,000,000, is worth but \$13,000,000. It will be worth still less as soon as we stop paying a premium for it.

May I not appeal to you to investigate this matter for yourselves? I suggest asking your Senator for a copy of the Pittman Act, with such explanation of the repurchase proviso as he may care to add.

An excellent account of the Pittman Act is given in the *Annalist* of December 6, 1920. That issue is out of print or I would send you one, but you will find one in any fair-sized library. If you care to fairly boil with rage at the mental caliber of your lawmakers, allow me to urge you strongly to read the paragraphs under the subheading "The Pittman Act," page 710 of *The Annalist* for December 6, 1920. You will wonder if this is a government of, by and for the silver interests.

Enclosed you will find a copy of a letter to Senator Hiram W. Johnson of California on the subject. His answer was a polite acknowledgment of my letter "urging the repeal of that section of the Pittman Act directing the repurchase of 207,000,000 ounces of silver at \$1 per ounce," calling my attention to the fact that silver was still around 65 cents per ounce, and assuring me he would be very glad to give the matter his attention.

Now, I am a plain citizen, unversed in the ways of politicians and in the senatorial courtesy due the silver interests. I do not see what "attention" this or any other steal demands from any Congressman but that he arise on his hind legs, proclaim his 100 per cent Americanism, his progressivism, his love for the dear people and hatred of the interests (unless all his hatred be reserved for "international bankers"), and demand in stentorian tones the repeal of this obnoxious joker, which means that \$207,000,000 must be added to our taxes for the sake of deserving silver magnates.

I for one hate to see this steal go on month after month. Therefore, I appeal to you, after you have assured yourselves of the correctness of my statements, to join in the fight on this iniquitous measure, and either indulge in a few questions of your own, or repeat a few of mine, either verbatim or with any improvements which may suggest themselves. Reprint the entire letter, should that appeal to you, urging your readers to ask a few questions of their own.

Hoping that I may count on your support in my effort to force the repeal of this vicious class legislation,

Very truly yours,

E. D. VAN LOBEN SELS.

Mr. van Loben Sels seems unduly excited. Possibly, however, he has not studied the other side of the case. There are generally

two sides to a case, and this is what Senator Pittman says on the silver side in a letter to the *Financial Review*:

"United States Senate.

"January 5, 1921.

"I thank you for your letter of December 31. You state to me that there is considerable amount of talk in circulation to the effect that an effort will be made to repeal the Pittman Act, or at least the purchase clause, and you ask an opinion from me with regard to the matter.

"Neither the bill nor the purchasing clause will be repealed, because, in the first place, it would be morally wrong, and in the second place, there are sufficient Western Senators to defeat any such attempt. In fact, any such attempt would be such a violation of the moral obligations of the Government to the silver-producing section of the country that the Senators from such section would be justified in conducting an open filibuster. No amendment and no bill can pass the United States Senate in the face of such a serious and intense filibuster.

"But as to the moral grounds: In April, 1917, Great Britain had to have a large quantity of silver to use in the redemption of her silver notes in India. It was frankly admitted by the British representatives that unless this silver was supplied for redemption there would probably be a revolution in India. A revolution in India at that time might have changed the result of the war in Europe, and undoubtedly would have at least long delayed our victory.

"There was only one place to obtain the silver, and that was from the coined silver dollars in the Treasury of the United States, which were held there as security for the payment of silver certificates issued against them. This silver could not be used except by authority of Congress. The Administration realized that the dumping of three or four hundreds of millions of dollars' worth of silver on the market of the world would have a tendency to long depress the price of silver. They were aware that Western Senators and Western Representatives would oppose, and justly oppose, the dumping of this silver on the market unless at the same time there was provision made to protect the American producer against loss resulting therefrom.

"The Government, therefore, entered into a frank discussion of the matter with the Senators and Representatives from the silver-producing States. It was evident that no bill could be passed without their approval. These Senators and Representatives were patriotic, and were impressed by the necessities of the case. They only insisted upon the silver being sold to Great Britain at a fair price, and that with the money obtained from Great Britain an equal amount of silver be purchased from American producers with which the silver dollars would be replaced.

"It was finally agreed that our Government should sell not to exceed 350,000,000 of the silver dollars at \$1 an ounce net to the Government, and that it should purchase American produced silver, when tendered to it, at \$1 an ounce until an amount of silver had so been purchased equal to that which was sold.

"The Government neither made nor lost anything in the transaction. The Government is not paying any bonus to silver producers. If any bonus is being paid, it is being paid by Great Britain, because our Government is purchasing the American silver at \$1 an ounce with British money.

"The whole matter was the result of the solemn agreement between the executives of the Government and the Congress of the United States, and the Act received the unanimous vote of the Committee on Banking and Currency of the Senate and the Committee on Banking and Currency of the House of Representatives, and was passed by both bodies with hardly a dissenting voice.

"It matters not if the Pittman Act does guarantee that the price of silver shall not fall below \$1 an ounce for many years. This protection was well earned, and the country will not suffer by reason of it. Any further talk of the repeal of the Pittman



Act or the purchasing clause in it must be either the result of ignorance or a premeditated intention to depress the price of silver properties and securities.

"England's effort to supply base silver coin is in every respect of similar effect to the circulation of fiat paper money. By reason of the small amount of it, it may continue to circulate in Great Britain at par. Its value in foreign countries will be depreciated to the extent that it lacks comparative value to American coin, as England's paper is today depreciated to the extent of its lack of purchasing power in the United States. Sincerely,

"KEY PITTMAN."

### Fruit Growing in Eastern Kentucky.

BEN E. NILES, Secretary Kentucky State Horticultural Society, Henderson, Ky.

The Kentucky State Horticultural Society has been in existence as an organization for more than 75 years, but not until quite recently has it had funds with which to do any extensive work in the development of the fruit interests within the State. Last year the society was incorporated and State aid secured. Some work has been done in acquainting the people with the possibilities in fruit growing, and of the means used to accomplish this end is the holding of fruit displays throughout the State, showing the people what is being done in this section, where fruit growing has already reached some proportions in a commercial way. We are showing only Kentucky-grown fruit, and much interest is being manifested in this work.

One of these displays was recently held at Beattyville, the county-seat of Lee county. It is our purpose to hold more of these exhibits from time to time, but we are especially anxious to do this character of work throughout the Eastern part of the State, for the reason that there is much cheap land in Eastern Kentucky which is well adapted to fruit growing.

### Southern Products Need Protective Tariff.

F. B. WEST, Houston, Tex.

I am much interested in your efforts, through the medium of your magazine, to try to teach the people of the South the important needs of a protective tariff for many of their products, either grown or manufactured. I am strongly in favor of a tariff of 50 cents per barrel to be charged by this Government against Mexican crude oil; not more, since this price would not be prohibitive and would be paid, much to the advantage of this Government and to the small and independent producers in the Gulf Coast region. Tariff should further be maintained by this country on sugar, rice, broom corn, peanuts, hides, lumber, copra, cocoa, etc.

### An Engineer's View About the Everglades.

V. E. MCBEE, Greenville, S. C.

I read with pleasure in your last issue "Draining of the Everglades."

I happened in that watery zone when the Distons of Philadelphia were digging the canal into Okeechobee Lake. The uncovered soil was marvelously rich. Its depth and fertility can confidently be classed as comparable to any lands adjacent to the Nile. My recollection is that analysis proved it just one grain too sweet for sugar cane and really required a reduction of potash to prevent too rapid growth of the stalk which was calculated to lessen the saccharine; but for figs and all classes of fruit and flowers the "Promise Land" was not in it.

However, I criticised the direction of the canal from Okeechobee and am still convinced if it had run northeast and emptied into the St. Johns River at or below Rockledge and advantaged the additional fall of the river, the entire glades could be made equally as dry as the good intentions of the Volstead Act. Assuming a distance of 40 miles from the river near Rockledge to Okeechobee, a canal could be dug on dry surface with a ditching machine at much less cost than dredging south through the Everglade to the river.

### BIG ALUNITE DEPOSIT IN TEXAS.

Discovery by San Antonio Chemist Upsets Previous Theories.

Floresville, Tex., March 5—[Special.]—Discovery of what may prove to be an enormous deposit of alunite, a mineral high in potash and other chemicals, has been made near here by J. G. Braun, chemist of San Antonio. The fact that it is found near here in a level country upsets the theory heretofore held by geologists that this mineral exists only in volcanic formations and fissures, he says. The discovery also proves that the geological formation of this region is much older than has been heretofore believed.

According to Mr. Braun, there are three outcrops of the mineral. They are from six to twelve miles apart, and he is of the opinion that there is more of the alunite below the surface. The outcrop of the higher grade variety covers approximately 20 acres, and is of better quality than any yet discovered in the United States. Mineral of the character described has a commercial value of about \$250 a ton, Mr. Braun said.

Derivatives of the mineral are potassium sulphate, aluminum sulphate, aluminum oxide, potash alum, ultramarine and all other salts of potassium aluminum. These derivatives are used in the manufacture of various drugs, dyes, paints and correlated products.

### MODERN METHODS IN LUMBERING OPERATIONS.



A few years ago the system of logging by means of motor trucks and trailers was virtually unknown. Today sawmill owners in certain sections of the country have found the savings effected by the use of motor trucks to represent a good percentage of the profits of their business at the end of the year.

# THE IRON AND STEEL SITUATION

## Eyes on the Future at Pittsburgh, With Complete Confidence in Market Rebound.

Pittsburgh, Pa., March 5—[Special.]—Almost daily the iron and steel situation grows more interesting. It is not a matter of present activity or prices, but of the future. There is certain to be an improvement in demand within the next few weeks, for the double reason that stagnation such as has existed in the past few weeks cannot, in the nature of things, last, and that demand for steel always improves on the approach of spring, unless it has been abnormally heavy previously.

The steel market has often had a spell of inactivity, while buyers are recovering from previous heavy purchases or a readjustment in prices is in process or in progress, and such periods are regarded as simply being in the year's routine. The producers and consumers of steel are by no means cast down. They face the future with cheerful hope, and they have complete confidence, except as to the precise time when business will really be in full swing again. That the immediate future will bring some improvement is absolutely certain.

While the steel market has been stagnant, the manufacture and delivery of steel has gone on. Though shipments are at a reduced rate, they are very heavy by comparison with the standards of the past. Last week the production of steel ingots was at a rate of about 14,000,000 gross tons a year by the Steel Corporation and about 7,000,000 tons by the independents, making the total equal to a rate of 21,000,000 tons a year by the whole industry, this being apart from the production of steel castings and of pig-iron for use in iron foundries. The steel ingot rate of last week was within 5 or 10 per cent of the production in 1906, when the steel industry felt that it had grown to enormous size and was making all the steel it was capable of making.

### Prospective Consumption.

While the production of steel is on the down grade, the consumption of steel seems to be on the up grade. Steel shipments of late have been in excess of consumption, but even that fact has some favorable significance, since it betokens confidence in the future on the part of the consignees, since, according to steel-trade practice, the buyer could have delivery postponed if desired. Specific reports received by steel mills from automobile manufacturers show that the automobile factories are steadily resuming operations. There is no set date, like the March 15 mentioned in some reports, but a steady increase in activity. At present the shops are engaged chiefly in consuming stocks of steel with which they were caught last year when production had to be curtailed so suddenly, but larger shipments from the steel mills will soon be called for. It is regarded as significant that there should be such favorable reports from the automobile industry, among all steel consumers, when that industry had been regarded in some quarters as representing a luxury in which people had indulged too freely. In the Pittsburgh district the taking out of building permits is on the increase.

### Steel Prices.

Very little change has occurred in finished steel prices in the past week, the break that began about a month ago having made little additional progress. Merchant steel bars are quotable at 2 cents, the same as a week ago, and there is less heard about the possibility of shading the price in case particularly attractive orders were offered. Plates and shapes remain quotable at 2.10 cents, and no orders are reported to have gone at below this figure, while it appears that even a very large order would bring out but little concession. Black sheets are still quotable at 4.10 cents on ordinary lots, and there is some question whether on a very desirable order 4 cents could be done. Galvanized sheets have weakened farther, and 5.25 cents could be shaded quite readily on a moderately attractive order. This, however, is chiefly a reflection of the low price of zinc, enabling mills to make a smaller spread on galvanized above black. Zinc is now quotable at 4.75 cents, St. Louis, which is below the average price of any year since 1902, excepting only the year 1908.

One clear-cut decline, however, has occurred in the week, that

being in wire nails. A prominent independent producer has just started quoting nails openly at \$3 per keg, base, the regular price having been \$3.25. When the break in steel prices started one interest quoted \$3.10 for a time, but this price was formally withdrawn. In connection with the open reduction to \$3 made by one producer, it is stated that the action was taken because at least two other makers were quietly selling at \$3, although openly quoting \$3.25. Nails were regarded as the cheapest item in the Industrial Board schedule, and testimony to the fact was furnished last year by the independent market going up to \$4.25 and \$4.50, so that the decline to \$3 has attracted an unusual amount of attention.

### Steel Corporation and Independents.

Chairman Gary, of the United States Steel Corporation has made a temperate but strong and adequate reply to the letter of John Skelton Williams, until a few days ago Comptroller of the Currency by special appointment, his regular appointment not having been confirmed by the Senate. Mr. Williams had called upon the Steel Corporation to reduce its prices, apparently overlooking the very great thing the Steel Corporation did in holding down its prices in 1920 in face of greatly increased production costs. Judge Gary points out that the profits Mr. Williams cites were made on prices that had been approved by the War Industries Board, and that heavy tax payments were made to the Government.

It is the common belief in the trade that the chief motive of the independent producers in cutting prices of late was to bring about a redistribution of business and to move the Steel Corporation to reduce wages. By reason of having maintained Industrial Board prices in 1920, the Steel Corporation emerged from the period of steel shortage with a large volume of business on books, while the independents have had very little, hence the desire for a redistribution. The price-cutting, however, while it has tended to reduce the amount of steel desired by Steel Corporation customers, has not caused these customers to buy any steel from independents, hence there is not much redistribution. Naturally, the Corporation is indisposed to reduce its prices in such circumstances, while it could not well reduce prices without reducing wages, and plainly it is indisposed at this time to reduce wages. The governing idea seems to be that the cost of living has not come down a great deal, and that with reduced operations and distribution of the work among the whole force the individual earnings of men are already reduced.

It is barely possible that the Steel Corporation will reduce prices and wages in the near future, but the balance of probability, from present indications, is that the Corporation will do nothing of the sort. It should be noted that while there is criticism of the Steel Corporation for its present course, the criticism comes from very few quarters. There is a great deal of commendation for the Corporation, and a great many of the Corporation's customers have definitely expressed themselves as favoring the maintenance of the Corporation's prices.

In the past few days there has been observable a distinct undercurrent among some of the independents to depart from the extreme cuts they have quoted, and to quote either higher prices or the full Industrial Board prices. In the case of bars, two producers in the Buffalo district that were quoting several dollars a ton below the Industrial Board price of 2.35 cents have returned to that quotation.

### Pig-Iron.

At least one merchant furnace in the valleys has been quoting \$26.50, furnace, on foundry iron, against \$27 formerly quoted as the market. The splitting of the dollar attracts attention, from the suggestion it contains that the market is beginning to scrape bottom. A \$50 price had been reached last August on a bulge caused by the coke scarcity, and when the market began declining it went down not by a single dollar at a time, but by several dollars, so that splitting the dollars marks a new period.

As to basic iron, which has been quotable at \$25, valley, a sale of a few hundred tons has been made at \$23, and possibly there will be more at that price. Pig-iron is running true to form when there is a sudden curtailment in demand, overshooting the mark.

While buyers probably do not realize the circumstances, there is every probability that the market will have a rebound, and that within a few months. There is an ample supply of precedents for this prediction. The only uncertain thing is how far below the cost of production pig-iron will go temporarily. In basic iron the rebound point is certain to be not much below \$23, if, indeed, as low as that figure.

### Birmingham Waiting on Resumption of Demand.

Birmingham, Ala., March 7—[Special.]—Small-lot sales of pig-iron in a sluggish market, with an occasional order for several hundred and even a thousand tons, describes present conditions. There is warrant for no greater production and the make right now is as low as it ever has been, but three independent blast furnaces being in blast on foundry iron. The sales being made now are in the main for immediate delivery, and it is interesting to note the rapidity with which the iron is moved out. The Alabama Company, one of the smaller companies of the district, announces that its make, with one furnace going, was sold during February, and that delivery was obtained thereon also; in other words, the production at the one furnace has been shipped. There is still a large amount of pig-iron on furnace yards in this district, more than six or seven weeks' production at the present pace. In spite of minimum production and present unfavorable conditions, preparations are being made for a large output later on. Three or four furnaces are being worked on and 60 days from now, should there be any demand, the output at blast furnaces could be as great as at any time during the war period.

Quotations of pig-iron are still ranging between \$26.50 and \$27.50 per ton, No. 2 foundry, 1.75 to 2.25 per cent silicon. No intimation is given that a still further reduction is probable in the near future. Consumers are said to be waiting for improvement in their own lines rather than for a further reduction in the iron prices. Cast-iron pipe makers in this section have received some little business lately but the demand is not what was expected at this time. One of the larger foundries and machine-shops of this district has work in hand that will warrant steady operations for several months to come. Another of the larger plants in this line of industry has promise of some big work shortly which will keep the plant busy for a year and a half. Another of the larger foundries and machine-shops, which closed down, is anticipating some business before long. Sanitary pipe plants are getting in some business, and with a building boom promised throughout the country, it is believed there will be warrant for greater operations. Stove foundries are doing somewhat better and are requiring a little iron while the radiator works have been doing well, in the way of manufacturing, for the past several weeks now.

No change in the cast-iron prices are announced as yet. The business being received is in small size specifications. The big business from municipalities and others which was assured is delayed for some reason. However, the pipe interests feel more confident than the pig-iron and other interests.

The steel-mill operations in the Birmingham district also show some deflection again. At the big works of the Tennessee Coal, Iron & Railroad Co., readjustments as to hours of operations and force is reflected in the production but still there is a goodly output. Fabricating plants in this district are looking forward to new business before long, those capable of structural steel, hoops and bands, ties, etc., feeling confident there will be some improvement shortly. The car works of the Chickasaw Shipbuilding & Car Co., subsidiary of the Tennessee Coal, Iron & Railroad Co., rapidly nearing completion, will have a fairly good number of orders to work on right from the start and there will be need for a large tonnage of steel.

A most significant incident in connection with the curtailment of production, and even shutting down on all sides in the industrial section of this district, is that the labor is not showing any intent of moving away. There appears to be assurance that the depression will be short lived, that there will be resumption, small at first, perhaps, but gradually working up until it becomes very active. It is also to be noted that some development plans are being carried out or being worked on. The Sloss-Sheffield Steel & Iron Co. will install an iron-breaking machine at its city furnaces. This will require the turning around completely of the

casting shed. The site of the old bee-hive coke ovens which became obsolete with the completion of the by-product coke-oven plant a short time since and have been torn down, will provide place for the new cast shed as well as the office at the furnaces. The iron-breaking machine, patent of Mr. Dovel, furnace master of the Sloss-Sheffield Company at North Birmingham has proven its worth. Other development work include large coal mining operations, improved mining apparatus at ore and coal mines, etc.

Quotations for pig-iron and iron and steel scrap in the Birmingham district are given as follows:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$26.50 to \$27.50; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$27.75 to \$28.75; iron of 2.75 to 3.25 per cent silicon, \$29 to \$30; iron of 3.25 to 3.75 per cent silicon, \$30.25 to \$31.25; iron of 3.75 to 4.25 per cent silicon, \$31.50 to \$32.50; charcoal iron, \$45.

#### OLD MATERIAL.

Old steel axles.....	\$19.00 to \$20.00
Old iron axles.....	20.00 to 22.00
Old steel rails.....	15.00 to 16.00
Heavy melting steel.....	15.00 to 16.00
No. 1 R. R. wrought.....	16.00 to 17.00
No. 1 cast.....	19.00 to 20.00
Stove plate.....	17.00 to 18.00
Old car wheels.....	20.00 to 21.00
Old tractor wheels.....	20.00 to 21.00
Machine-shop turnings.....	8.00 to 9.00
Cast-iron borings.....	8.00 to 9.00

The scrap iron and steel market is still slow but there are some indications of early improvement. The rolling mills in East Birmingham, the Gerson Rolling Mill Co., is operating on single turn, six days the week. A shipment of 60 tons of bar iron was made to Cuba the past week by this plant, and negotiations are on for an order that will require double-turn operation for a period of 12 months at least. Inasmuch as old material is worked up in this mill, the report is interesting. Heavy melting steel consumers are buying nothing, while the cast-iron pipe plants and other scrap consumers are withholding from the market also. Quotations for old material are showing weakness still though there have been but few reductions lately.

### Decline in Crude Oil Production.

The American Petroleum Institute estimates that the daily average gross production for the week ended February 26 was 1,260,135 barrels, as compared with 1,270,725 barrels for the week ended February 19.

The estimated daily average gross production of the Mid-Continent (light oil) field, including Oklahoma, Kansas, North Texas, Central Texas and North Louisiana, for the week ended February 26 was 640,755 barrels, as against 650,500 barrels for the preceding week, showing a loss of 9745 barrels.

The estimated daily average production of the Gulf coast (heavy oil field) for the week ended February 26 was 111,530 barrels, as compared with 112,725 barrels for the preceding week, a loss of 1195 barrels.

The combined estimated daily average gross production of the Southwest fields for the week ended February 26 was 752,285 barrels, as compared with 763,225 barrels for the preceding week, a loss of 10,940 barrels.

Oklahoma-Kansas is credited with a daily average gross production of 359,720 barrels, a loss of 1240 barrels as compared with the preceding week. North Texas shows a loss of 3835 barrels. Burkburnett, in this field, shows a loss of 4000 barrels, while other pools show slight increases. Central Texas shows a loss of 7575 barrels largely accounted for by Stephens county. North Louisiana is credited with an increase of 2905 barrels. Claiborne parish, in this field, shows an increase of 2945 barrels; Bull Bayou, an increase of 290 barrels, while Caddo light shows a loss of 290 barrels. In the Gulf coast, Goose Creek increased 1000 barrels; Hull and West Columbia show losses of 1000 barrels each, while a few other pools show slight changes, making a loss of 1195 barrels for the field, as compared with the preceding week.

The estimated daily average gross production of Wyoming and Montana is 55,850 barrels, an increase of 350 barrels as compared with the preceding week. The Cat Creek field, in Montana, shows an increase of 1100 barrels, decreases in Wyoming pools accounting for the comparatively small net increase for the Rocky Mountain district.



## GOOD ROADS AND STREETS

### \$50,000,000 FOR GOOD ROADS IN NORTH CAROLINA.

Splendid Highway System to Connect Every Principal Town and Every County-Seat in the State.

Citizens' Highway Association of North Carolina.

Charlotte, N. C., March 1.

Editor Manufacturers Record:

It is with profound pleasure and deep gratitude that we are able to announce to the world that the present General Assembly of North Carolina has just enacted into law a bill providing for the expenditure of \$50,000,000 to be used in the construction of a State system of hard-surfaced highways, ultimately including 5500 miles of road. The system is to be so laid out as to interconnect and interjoin every county-seat and principal town in the State with every other county-seat and principal town in North Carolina.

We are very happy to state that this bill does not levy a dollar of ad valorem tax. North Carolina having become financially able to put over this great undertaking without unduly burdening her citizenship with an ad valorem tax, leaving the counties free to use such funds for the construction and maintenance of their lateral and communal roads.

The bill divides the State into nine construction districts, appropriating the fund to these different districts according to area, population and mileage, as the area, mileage and population of the districts relate to the area, mileage and population of the State. It further provides for the appointment of 10 commissioners, one at large, and one each from the respective districts, all the commissioners to be nominated by the Governor with the advice, approval and consent of the Senate.

North Carolina has great reason to be justly proud of the statesmanship evinced by the members of our present General Assembly, as well as our progressive Governor, Cameron Morrison, who had the heroic courage and patriotic vision to enact the present road legislation without the useless waste of time and money to refer same to a referendum. We confidently believe that their action has the hearty approbation and endorsement of the citizenship of North Carolina.

We are of the opinion that when the \$50,000,000, as authorized, has been expended wisely, as it will be, it will be the means of doubling the population of the State in the next 10 years, as well as the wealth of the Commonwealth.

We are now in a position to go forward religiously, morally, educationally, agriculturally and industrially as never before in our history. We now not only give an invitation to all good citizens of the Union to watch North Carolina grow, but we earnestly urge and invite them to come and be one of us and help to make North Carolina grow.

In conclusion, we thank you, Mr. Editor, for the statesmanlike position which you have taken in urging upon the States of the Union the necessity of appropriating funds for the building of good roads, as we acknowledge with gratitude your influence upon our own State.

Further, we earnestly urge you to use the columns of your paper in demanding of President Harding and the incoming Congress that they not only make liberal Federal appropriations in aiding the several States of the Union in the construction of hard-surfaced highways, but that the Federal Government itself appropriate ample funds and own, construct and build great interstate trunk lines of hard-surfaced highways from New York to Florida and from Maine to California, as well as two great coastal trunk lines traversing the borders of the Atlantic and the Pacific.

T. L. KIRKPATRICK, Chairman.

### Building Conditions Appear Favorable.

M. P. Burt & Co. of Memphis, Tenn., specializing in packing-house and cold-storage designing, writes the MANUFACTURERS RECORD as follows: "We have been in business less than a month, but will state that the prospects for building of various industries during the coming summer appears to be very favorable."

### VAST SUMS FOR HIGHWAYS IN CALIFORNIA

Would Build Trunk Lines First if Task Was to Be Done Over—Some Pointers for the South.

The extent to which the State of California has gone into permanent highway building may well afford some thoughtful consideration to road officials of the Southern States, both because of the amount of money which California has expended for this purpose and on account of certain lessons learned in the matter of construction. A recent report issued by the Automobile Club of Southern California states that \$76,000,000 has been expended in permanent highways around the State. Of the total, the State has issued highway bonds to the amount of \$73,000,000, and of this has expended \$34,000,000. California counties have issued an additional \$42,000,000 in highway bonds. The completion of the full highway program will involve a further outlay of approximately \$100,000,000, giving the State a road system at a cost of about \$176,000,000.

California has been fairly fortunate in the honest expenditure of its highway funds, in the opinion of the Automobile Club, which, however, makes the criticism that too much money has been expended upon blind trails and lateral roads and too little upon the great trunk lines. Several important gaps in trunk lines are now interfering with through travel, though there is an abundance of hard-surfaced byway lines. If California had it to do over again it would probably concentrate its work upon the trunk lines first.

A number of the highways are insufficiently based. To sustain modern traffic the modern highway must be heavy enough to stand the steadily growing strain. Many of California's roads already show this defect and are deteriorating because of overloading. Thirty per cent of the permanent pavements are reported to be in poor condition, and about 20 per cent are in only fair condition. A portion of the State's highways will wear out before they are paid for.

The situation in California and the experience of that State should not be lost sight of by road builders in the South, where the policy more and more has come to be that only the best highways are worth while in the long run. Moreover, any road, no matter how well constructed, must be kept in shape. If good roads are worth building, they are worth maintaining in first-class condition.

### SECTION OF DIXIE HIGHWAY.



Specimen of road on Dixie Highway between Fitzgerald and Ocilla, Ga., part of main line Atlanta to Jacksonville route. Construction is of asphalt with slag base. This link which will be 10 miles long when finished is now about 40 per cent complete.

Wholesale and manufacturing confectioners of eight Southern States will meet in Atlanta, Ga., on March 21 to form an organization representative of the Southeastern and South Atlantic States

# RAILROADS

## Pennsylvania Railroad Report.

The Pennsylvania Railroad Co.'s report for the year ended December 31, 1920, shows a decrease of more than \$10,000,000 in net income as compared with the year 1919.

President Samuel Rea says of the detailed statistics which will be published later: "They will reflect the large operating deficit for the first eight months, embracing two months of Federal control and six months constituting the guaranty period, which deficit is by law charged to the Government. That was the general experience of all railroads, because the rates for transportation service were, for the greater part of the year, materially below the basis of existing wages, materials and other railroad operating costs."

The total operating revenues of the road for the last four months of the year, it is noted, were increased through the constructive action of the Interstate Commerce Commission in authorizing rate increases, and to the larger volume of traffic as compared to that handled in 1919, which was reduced by strikes in the iron, steel and coal industries.

The increase in wages as of May 1, 1920, raised the monthly payroll to more than \$43,000,000 for more than a total of 268,000 employees.

Total railway operating revenues for the year were \$229,829,415, while operating expenses were \$207,661,253, leaving net railway earnings of \$22,168,162. Gross income was \$87,666,701, a decrease of \$4,693,668. Net income was \$32,801,673, as compared with \$42,868,098 for 1919. The balance transferred to the credit of profit and loss was \$611,253, a decrease of \$9,889,238. There was also added to this account sundry net credits totaling \$2,191,461, making the total amount to credit of profit and loss at the end of the year \$48,905,393, an increase of \$905,393.

Compensation accrued under Federal control during the first two months of the year was \$13,156,968. Income accrued under the guaranty provision of the Transportation Act of 1920 for the six-months' period ended August 31 was \$37,981,814.

## Freight Improvement Announced.

In accord with its recent announcement, the St. Louis Southwestern Railway has begun operating its freight trains into Memphis, Tenn., using there the terminals of the Illinois Central Railroad. This enables the road to operate freight trains solid from Memphis to Brinkley, Ark., and will, it is stated, improve its service to and from Arkansas, Louisiana, Texas and the Southwest.

It is stated that this improvement of facilities fittingly commemorates the fiftieth anniversary of the St. Louis Southwestern Railway this month. The line, which now has about 1800 miles of tracks, had its beginning, it is said, about March 1, 1871, when a group of Texas farmers decided to build a little road called the "Tyler Tap." The first stretch of track extended 21 miles east from Tyler. Tradition says that it was operated by two diminutive locomotives called "Punch and Judy." On May 17, 1879, the road was laid with 35-pound rails and took upon itself another locomotive called "Governor Hubbard." Since then the line has steadily grown and has made rapid and substantial progress in late years.

## Will Build 25-Mile Branch to Mines.

The Interstate Railroad Co., whose headquarters are at Big Stone Gap, Va., has been authorized by the Interstate Commerce Commission to build a branch line 25 miles long from Norton, Va., to a connection with the Carolina, Clinchfield & Ohio Railway, about nine miles west of St. Paul, Va., the purpose of this proposed construction being to give transportation facilities to coal mines. This is probably the line which it has been reported the company would construct up the valley of Guest River. Application for permission to build another branch of 15 miles was denied by the Commission, it being stated that the mines to be reached by it were already provided with transportation by another line.

## Two New Lines for North Carolina.

Raleigh, N. C., March 7—[Special.]—The Legislature has ratified an Act allowing several townships in Wake county, including Raleigh township, to vote on the issue of \$800,000 of bonds to bring about the extension of the Montgomery Lumber Co.'s railway to this city from a point near Rolesville, in this county. This road is operated by the Atlantic Coast Line to Bunn, and passengers and freight are handled to Barbain's, a couple of miles beyond Rolesville, so that it is now within about 18 miles of Raleigh. The extension to Raleigh has been surveyed by Atlantic Coast Line engineers. There is a desire to get the last named road into this city on the part of the people and the road also.

The Legislature has also ratified an act allowing several townships in Johnston and Sampson counties to vote bonds for the building of a railway from Dunn to Salenburgh. At Dunn this road will connect with the Durham & Southern Railway, owned by the James B. Duke interests, and at Durham, the latter road connects with the Norfolk & Western. The name of the road now sought to be built is the Roanoke and Salenburgh, and it and the Durham & Southern, and the Norfolk & Western make an almost precise air line between the two points which give its name.

## Earnings of Two Public Service Companies.

At the annual meeting of the San Antonio Public Service Co., San Antonio, Tex., last week the report to the stockholders showed net profits for the year 1920 of \$420,331.27, as compared with \$193,063.20 for 1919. Gross earnings of the electric plant were \$1,390,141.41 for 1920, as compared with \$1,225,001.43 for 1919; for the gas plant they were \$860,780.87, as compared with \$751,310.17, and for the street railway \$1,789,417.03, as compared with \$1,591,552.91. During the year there was a total of \$816,725.58 spent for extensions, as compared with \$124,408.04 the year before. Emerson McMillan is president; W. B. Tuttle, E. H. Kifer and A. P. Lathrop, vice-presidents, Mr. Kifer being also general manager.

The Houston Electric Co. of Houston, Tex., according to a report from that city, earned during 1920 \$2,258,459 gross, operating expenses were \$1,532,356, taxes \$148,301 and net earnings, including depreciation, reserve and dividends, were \$426,830. The Galveston-Houston Electric Co. earned gross \$932,072. Operating expenses were \$527,151, and taxes \$28,984. Net earnings for depreciation, reserve and dividends were \$141,266. These two companies are operated by Stone & Webster of Boston.

## Two Railroad Strikes Caused by Wage Cuts.

The action of the Federal Court at Atlanta, Ga., authorizing B. L. Bugg, receiver of the Atlanta, Birmingham & Atlantic Railway, to put into effect the reduced schedule of wages which he said was necessary for the successful operation of the line, was followed on Saturday last by a strike. Trains arriving at terminals, it is stated, were at once abandoned by their crews, the strike order of the unions being effective at 11 A. M.

A report from Macon, Ga., says that union sources of information state that the taking of a strike vote has begun among railroad men on lines in the southeastern part of the country, to decide whether they are in sympathy with the men on the Atlanta, Birmingham & Atlantic road. It will take a week to complete the vote, and it is said that no immediate walkout is proposed, but that union leaders desire to know the opinion of the men with respect to the situation on the line in question.

A dispatch from Atlanta says that the strike on the road has caused the United States Board of Mediation to offer its services towards bringing about a settlement, and that Commissioner Chambers and Assistant Commissioner Klutt would at once begin negotiations.

Just after the court issued the order authorizing the wage reduction, it was stated on behalf of the employees that the reduction was accepted only under protest. Subsequently a strike was ordered after a meeting of employees held at Fitzgerald, Ga., decided that no wage cut would be accepted until ordered by the United States Labor Board.

On Saturday last the Federal Court in Atlanta issued another

order stating that the wage reduction order would be given "no other or further effect than it ought to have by law under the facts which may be established at the hearing already set for March 26."

This hearing was ordered by the court after the men had presented a claim that their views had not been adequately taken into consideration when the order was issued authorizing the receiver to make the wage reduction.

Dispatches from Harrison and Helena, Ark., report that a strike has also occurred on the Missouri & Northern Arkansas Railroad as a result of a refusal to accept a reduction of wages under the new scale of February 1. Its reported loss appears to have been about the same as that of the Atlanta, Birmingham & Atlantic Railway, viz., \$100,000 a month.

### Plans Important Line for Coal Region.

A special dispatch from Pineville, Ky., to the Louisville Courier-Journal says that the Pineville Chamber of Commerce has invited B. A. Worthington of Indianapolis, Ind., president of the Cincinnati, Indianapolis & Western Railroad, and M. E. Mogg, also of Indianapolis, president of the Linton Collieries, to appear before that body and outline their plan for building the proposed railroad from Middlesboro, Ky., via Pineville, Wayland, Hazard and other Kentucky points to Williamson, W. Va., the estimated cost of which is about \$25,000,000 and the length about 125 miles.

Frank Fitzgibbons, previously reported as making announcement that such a line would be built and that Cincinnati and Indianapolis capitalists, besides Kentucky, West Virginia and Ohio coal operators, are interested in the plan, is now said to be working to obtain right of way for the line. The invitation was given after he had requested the Chamber of Commerce to endorse the proposition.

This projected railroad would traverse portions of Bell, Leslie, Perry, Knott and Pike counties, in Kentucky, and would connect with the Southern Railway at Middlesboro, with the Chesapeake & Ohio Railway at Wayland and with the Norfolk & Western Railway at Williamson. Survey is to begin this coming summer.

### B. & O. Earnings for January.

The statement of the Baltimore & Ohio Railroad Co. for January shows operating revenues for the month \$17,856,151.61, increase as compared with the same month of last year \$512,483.67; operating expenses \$15,948,736.39, increase \$21,084.57; net revenue from railway operations \$1,907,415.22, increase \$491,399.10; net railway operating income after deductions \$905,810.37, increase \$53,625.54. Freight revenues during the month were \$14,264,607.19, an increase of \$1,923,425.64, but there was a heavy falling off in other receipts; for instance, revenues from mail declined \$1,610,199.72, and express business dropped \$396,478.98 in comparison with January, 1920. Cost of conducting transportation was \$8,830,947.71, an increase of \$457,228.10, but maintenance of equipment, which cost \$4,470,620, showed a decrease of \$805,088.57.

### Proposes to Build Connection.

Austin, Tex., March 5—[Special.]—That the Missouri, Kansas & Texas Railroad plans to build its own connection between its line that reaches Austin from the north and the line that runs to San Antonio is evidenced by the fact that it has just completed surveys for two possible routes for the proposed link. One is from Austin to San Marcot, about 30 miles, and the other from Austin to Lockhart, also about 30 miles. The Colorado River will be crossed at Austin by a bridge to cost about \$500,000. During the last several years the Missouri, Kansas & Texas has been operating its trains over the International & Great Northern Railroad between Austin and San Marcos, making connection there with its own line to San Antonio.

Seaboard Air Line has been granted a loan of \$1,173,500 from the Government revolving fund to aid the company in meeting maturing obligations.

Texas City Terminal Railway Co. has applied to the Interstate Commerce Commission for authority to issue \$1,984,300 of first mortgage bonds and \$500,000 par value of common stock to pay for property taken over from the Texas City Transportation Co.

### American Locomotive Co. Report.

Concerning its plans to erect a locomotive works at St. Louis, the American Locomotive Co.'s annual report, signed by President Andrew Fletcher, says:

"For the future extension of the company's business it was decided to obtain property for a plant in the Midwest section of the country, and after careful consideration the St. Louis (Mo.) industrial district was decided upon as being a very advantageous location, not only because of the great number of railroads centering there, but also from the fact that it has been estimated that approximately 80 per cent of the materials entering into the manufacture and construction of locomotives and their tenders can now be obtained within a comparatively small radius of miles of that section. The company therefore negotiated the purchase before the close of the year of approximately 160 acres of land in the St. Louis district for the proposed plant. It is not at present the intention of the company to proceed with the erection of the plant, and building operations will be deferred until general business conditions of the country become more stable. \* \* \*

"The prospect in the immediate future of orders for equipment of any appreciable volume is not promising. The unsettled general business conditions of the country at this time, with the consequent drop in traffic on the railways, the conditions of railway finances, of labor and materials are not conducive to any great amount of purchasing on the part of the railroads. However, it is a fact that the effective equipment of cars and locomotives of the railroads of the United States has not kept pace the past few years with the natural growth and development of the country."

Gross earnings for the year ended December 31, 1920, were \$66,884,613.18; decrease as compared with the year 1919, \$3,188,968.75; gross profit after deductions, \$8,747,139.90; decrease, \$2,982,433.51; available profit after income and profits taxes, \$7,111,126.30; decrease, \$2,383,142.79; balance after dividends on both preferred and common stocks, \$3,861,126.30; decrease, \$2,508,142.79; net credit to surplus account after deducting \$2,000,000 for reserve for additions and betterments, \$1,861,126.30; decrease, \$508,142.70. (The amount deducted for additions and betterments at the end of 1919 was \$4,000,000.)

The unfilled orders for new locomotives, reconditioning of old locomotives and miscellaneous work at the end of the year 1920 amounted to \$24,270,702, as compared with a total of \$8,999,921 at the end of the previous year. Of the unfilled orders, about 64 per cent is for domestic work and 36 per cent for foreign work, this being an almost exact reversal of the proportions for the end of the previous year, when 68 per cent of the unfilled orders was for foreign business, while the rest was domestic.

The excess of current assets over current liabilities is given as \$37,318,564.

### Second Mortgage Bondholders Given Time.

The Federal Court at Knoxville, Tenn., according to a press report from there, has denied an application for an immediate sale of the Tennessee Central Railroad made by counsel for the holders of the first mortgage bonds. The court thus gives the holders of the second mortgage until April 2 to reorganize and refinance the road. The first mortgage 4 per cent bonds outstanding amount to \$4,014,000, one-third being held by the Illinois Central Railroad, and two-thirds by the Southern Railway. There are \$8,206,900 of the 5 per cent general mortgage bonds in the hands of the public.

### Newcastle to Graham, Tex.

Austin, Tex., March 5—[Special.]—According to advices received by the State Railroad Commission, the Wichita Falls & Southern Railroad has just let the contracts for the grade and bridge work upon its proposed extension from Newcastle to Graham. It is stated that the building of the line will be pushed forward rapidly, and that it will be finished and placed in operation within the next few months.

### New Equipment, Etc.

Western Maryland Railway has been granted a Government loan of \$1,500,000 to aid in the purchase of new equipment, the road supplying an equal amount of money.

Atchison, Topeka & Santa Fe Railway is reported in the market for 10 Pacific type, 15 Mikado, 15 Mountain and 10 Santa Fe type locomotives.



# LUMBER AND BUILDING MATERIALS

## Review of Conditions in the Common Brick Industry.

There is much in the March 1 reports of the members of The Common Brick Manufacturers' Association of America to indicate that the price of common brick is well stabilized for the building season of 1921. The number of manufacturers reporting is larger than in any previous month, being 142, representing approximately 40 per cent of the country's total production. After from three to six months of almost complete inactivity, we find common brick prices ranging from \$13 to \$25 per thousand at the plant, with only four concerns out of 142 quoting the lower figure. While averages do not mean anything, under such conditions it is interesting to note that the average for the 142 companies is \$18.05 per thousand. During the past month 98 have held without reduction in price; seven have cut \$3 a thousand; twenty have cut \$2 a thousand; sixteen report reductions less than \$2 a thousand, and one reports a cut greater than \$3 a thousand.

The monthly digest of conditions in the common brick industry as prepared by the association says:

"This remarkable fact develops from the reports: that, on an average throughout the country, 40 per cent of the delivered-on-the-job price of common brick goes for fuel, freight on fuel and freight on the brick. Freight rates today constitute the most expensive element in putting brick on the job. The manufacturers are in concert in saying that brick prices cannot be further reduced except by an adjustment of freight rates that will remove the unwarranted war-time handicap of two cents per hundred imposed by General Order 28. This raise, frankly intended to discourage manufacture and movement of brick during the war (not to increase railroad revenues), to conserve transportation and fuel, has been permitted to remain a burden upon the builder. When the recent freight advance of from 25 per cent to 40 per cent was made, it was put on top of the war-time rate, giving a prohibitive rate in many sections. General Order 28 resulted in freight rate increases of from 100 per cent to 250 per cent upon short movements of brick, and nearly all common brick hauls are short. Also it costs the manufacturer more to get coal moved from mine to plant than it formerly cost to buy coal delivered.

"Brick prices cannot go lower and leave the producer a profit until the war rate is removed. Some materials are boasting about their reductions, but, of course, one can jump further from the tenth floor than from the basement. Brick manufacturers declare they are now in the basement so far as profits are concerned.

"More brick was shipped than was produced during the month, thereby reducing stocks on hand to 352,170,000. The ratio of orders to stock also has decreased, being 34 per cent as compared with 50.5 per cent on February 1.

"A few plants have so reduced their stock that kilns have been emptied and these have resumed operations. Of plants reporting 81 per cent are closed. Of this number 86 per cent were closed a month ago. There is less than one month's normal supply of brick in the yards. Of the plants that have resumed manufacture, nearly all say costs of production are unchanged, although of the total number reporting 51 per cent say costs are declining. Labor supply and efficiency are favorable and coal supply ample. Manufacturers would like to contract for coal at current prices but it cannot be done.

"The main hope of the brickman is in residential construction, especially for the next few months. This for two reasons: first, there is as yet little activity in large operations, while the pressing demand for living accommodations is forcing some house and apartment building; second, the development of the Ideal wall construction, which produces a dry, permanent and beautiful brick wall at one-third less than the old type of construction, is opening a wide market to the brick man, formerly monopolized by the so-called cheap types of construction. The new brick hollow wall, developed by this Association as the Ideal wall, promises to actually revolutionize house building in America.

"The new Ideal wall is being subjected to fire and crushing tests so that data may be obtained to give the wall its proper

status with the fire underwriters, the engineer, the architect and the building official. The Ideal wall has already been admitted to the Los Angeles building code, and the demand for brick has been greatly increased there. Southern California is the only section of the United States today that is oversold on common brick."

## Activities of Southern Pine Lumber Mills.

New Orleans, La., March 5—[Special.]—For the week ending February 28 reports from 130 lumber mills of the Southern Pine Association show receipt of orders amounting to 2838 cars of 61,556,220 feet, compared with reports of the previous week from 139 mills for orders amounting to 2923 cars of 63,399,870 feet.

For the month 539 mills reporting received orders for 11,394 cars, amounting to 243,970,114 feet. The average orders per mill for the weeks of February 4, 11, 18 and 25 were, respectively, as follows: 460,277 feet, 421,308 feet, 456,114 feet and 473,509 feet. The average shipments for the corresponding weeks were 442,749 feet, 465,912 feet, 461,108 feet and 469,672 feet. The average production was 429,082 feet, 462,295 feet, 475,468 feet and 455,792 feet for each of the four weeks.

During the month of January reports from a total of 518 mills show that the orders amounted to 10,763 cars, containing 230,220,796 feet of lumber. During January the average orders received during the four weeks at each mill amounted to 282,321 feet, 505,080 feet, 461,266 feet and 519,557 feet, while the average shipments amounted to 328,535 feet, 349,069 feet, 448,590 feet and 460,014 feet. The average production was as follows: 318,101 feet, 359,973 feet, 412,826 feet and 401,980 feet.

The summary for the week just ended is as follows:

	Cars.	Feet.
Orders on hand beginning of week.....	9,479	205,404,200
Orders received during the week.....	2,838	61,556,220
Total.....	12,318	266,960,420
Shipments during the week.....	2,815	61,057,350
Orders on hand end of week.....	9,493	205,903,170
Orders .....		Total feet.
Shipments .....		61,556,220
Production .....		61,057,350
Normal production these mills.....		59,253,005
		87,390,963

Shipments were 3.05 per cent above production for the week. Orders were 3.89 per cent above production, and orders were .82 per cent above shipments.

The actual production was 32.13 per cent below normal. The shipments were 30.06 per cent below normal production, and orders were 29.49 per cent below normal production. The increase in "orders on hand" during the week amounted to .24 per cent.

## Hardwood Lumber Market Improves.

Memphis, Tenn., March 5—[Special.]—Sale of hardwood lumber is steadily improving, following the many inquiries received recently, and it is believed that many lumber merchants will take advantage of this opportunity to build up their depleted stocks at the prevailing low prices, which are near cost, and even under in some cases. Many of the consuming plants in the North that have been idle for some months are resuming operations, and because of the low stocks at most of these plants it will be necessary for them to come into the market very shortly and buy in some volume.

Meanwhile, the number of inquiries is steadily increasing and there is a general feeling of optimism. Some mills have resumed operations to consume logs they have had on hand. There is a growing shortage of first and second grades occasioned by the shut-down of the various mills. Prices for these grades remain firm, and the sale of high-grade lumber predominates. As a result of the scarcity of the higher grades, a number of manufacturers have advanced their prices.

The export market has recently showed renewed activity, and approximately 250,000 feet of lumber moved out of Memphis last week to overseas markets.

### A Plan for Aiding House Building.

The plan adopted by H. K. Milner, president of the Milner Land Co. of Birmingham, Ala., to aid house building by giving to purchasers of lots 20,000 feet of framing lumber or enough of texture hollow tile to erect the exterior walls of a seven-room house has proved very successful, and is attracting widespread attention. In addition to many inquiries received regarding the plan from various parts of the country, Mr. Milner has had many suggestions from persons interested in the resumption of house building.

It is said that the sale of lots at Milner Heights has averaged from one to three every day. Speaking about the plan, Mr. Milner said recently: "I have been simply swamped by persons coming in to find out details, and it proves the correctness of my theory that hundreds of persons are waiting with their home building until they believe it to be safe for them to go ahead. The lumber manufacturers tell me that the price of lumber at the mills is lower now than it has been since 1914, although the retailers do not seem to have kept step with this decline in prices.

"Realizing this situation, I decided on this plan, and the lumber I give will completely frame up a seven-room house. It will mean such a saving as to offset the high cost of the other material. And for the benefit of those who are still holding back it should be said in this connection that when one can employ carpenters and other competent building labor for 65 cents an hour as now, and plumbers have dropped fully a third on their wage scale, and other labor has come down in proportion, and with such additional inducements offered, there is no reason for longer holding back. All the people want now is to be assured they are safe and they will go right ahead."

### Completing a Large Lumber Plant.

Tuscaloosa, Ala., March 5.—[Special.]—The Pioneer Lumber Co. is erecting at Elrod one of the largest lumber mills in that section of the State. The plant includes a big sawmill with a capacity of 75,000 to 80,000 feet daily. At present 250 men are employed, besides a considerable number in the woods. Large tracts of land have been purchased along the Sipsey River, and a railroad is in process of construction for a distance of 15 miles down the river, over which the timber will be logged to the mill.

For the convenience of the lumbermen, a hotel with rooms for 75 persons has been erected, with all modern improvements.

### Big Building Program In Birmingham.

Fulfillment of a big program is imminent in the Birmingham district. Ground has been broken for and work started on a handsome building for the Y. M. H. A. The Masonic fraternity of Birmingham and North Alabama has adopted plans for a splendid temple which cost between three-quarters of a million and a million dollars; two of the active churches of the city will build new edifices during the year; the city has plans for a large auditorium, and central high school and other schools, and a big theater building is planned, while one or two business blocks will be remodeled or rebuilt entirely.

### Sand and Gravel Deposits of Georgia.

The State Geological Survey has just issued a report on the Sand and Gravel Deposits of Georgia, which contains data of much value in highway construction. This is a bulletin of 400 pages, illustrated with 40 halftones, 13 sketches and 1 map, which shows in color the location of the sand and gravel deposits throughout the State.

The first 43 pages describe in detail the properties of sand and gravel, together with a general classification of sand according to its origin, chemical and mineralogical content, grain size and use. The methods of transportation, production and preparation of sand and gravel are given in a 30-page discussion. The greater part of the report is given over to a detailed description of the individual sand and gravel deposits.

The report is Bulletin No. 37 of the State Geological Survey, entitled "A Report on the Sand and Gravel Deposits of Georgia," by L. P. Teas, Assistant State Geologist. Copies will be mailed by Prof. S. W. McCallie, State Geologist, to any citizen of the State upon receipt of 15 cents postage.

## TEXTILE

### \$3,000,000 COTTON CORPORATION FORMED.

#### Plans Chain of Mills in Arkansas for Manufacture of High-Grade Cotton Cloth.

A chain of textile mills in Arkansas is proposed by the Arkansas Cotton Mills Co., a \$3,000,000 corporation formed recently in Little Rock. The plans call for the erection of a central textile plant at Little Rock, with a chain of large modern factories at other central points, such as Hope, Hoxie and Brinkley. The plants would manufacture a high grade of cotton cloth, and cost between \$200,000 and \$300,000 each. If the plans go through as outlined, these mills will be the first in the State of Arkansas to manufacture cotton into cloth.

The secretary-treasurer of the new company is T. W. Campbell of Little Rock, who states that the plan has been successfully followed in other States, notably North Carolina, and that under the chain system it is possible to care also for the by-products, such as cottonseed oil, and to avoid the expense of transporting the raw material to Eastern markets and then repurchasing the finished product. A part of the company's plans involves the further development and utilization of the hydro-electric power of the State through projects similar to the Little Red River dam now being completed near Searcy, Ark.

The board of directors of the new company includes E. Dalton, president Randolph County Bank, Pocahontas, Ark.; Dr. H. L. Throgmorton, vice-president; T. W. Campbell, secretary-treasurer; T. H. Wells, B. Borowsky, J. D. Wells, W. L. Pope, C. E. Suttle, E. R. Hicks and George Promberger.

### Steady Increase in Number and Capacity of Textile Establishments in North Carolina.

Figures just published on the cotton, woolen, cord and the silk mills of North Carolina for the past two years show an increase of 46 since the last report was issued by the Commissioner of Labor and Printing, M. L. Shipman. The number of mills is now 377, with 5,255,320 spindles, 72,514 looms and 12,119 cars. The estimated value of yearly output is \$237,980,155. The number of wage-earners shows a healthy increase, and the wage level is higher. Continuing, the report says:

"One hundred and eighty-four establishments report the use of electric power; 40 employ steam; 60 use steam and electricity; 21 steam and water; 11 electric and water; 16 steam, water and electric; 16 generate their power with water, and 29 did not include this item in reporting their activities.

"One hundred and twenty of the mills reporting employ both spindles and looms; 213 spin only; 8 report the use of looms only, and a considerable number do bleaching and finishing."

### Two Southern Spinning Associations Consolidate.

At a recent meeting in Charlotte, N. C., attended by about 60 representatives of the Southern Spinners' Association and the Southern Soft Spinners' Association, it was decided to merge the two associations inasmuch as both had been organized for similar purposes and were working toward the same end.

The new organization will be known as the Southern Consolidated Yarn Association, and its membership will probably number about 250. Robert Chapman of Cheraw, S. C., has been elected president, and W. B. Moore of York, S. C., vice-president. A secretary will be named later.

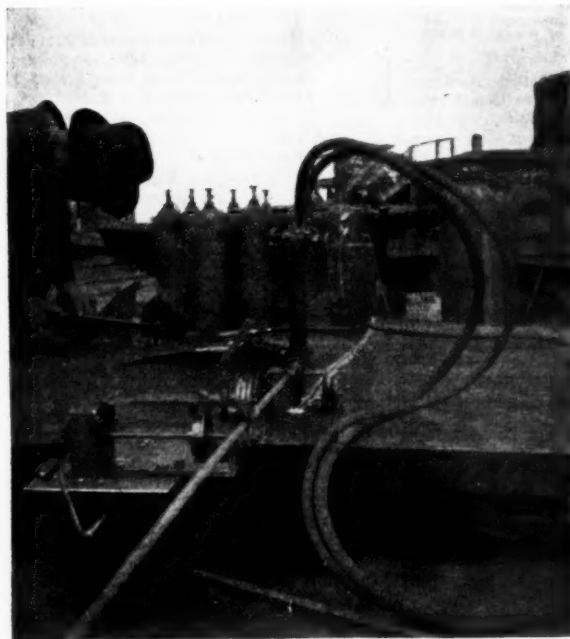
### \$1,200,000 Cotton Oil Company Organized.

The Morrillton Cotton Oil Co. has been formed at Morrillton, Ark., with a capital of \$1,200,000. The new company will deal in cotton and cotton by-products, and will manufacture also mattresses, pads, cushions, ropes, twine and other cotton products. The officers are J. J. Scroggin, president; W. O. Scroggin, vice-president; W. F. Bridewell, secretary, and J. S. Martin, treasurer.

## MECHANICAL

### Cutting Torch Operated by New Machine.

A new machine for operating the oxy-acetylene cutting torch was given its maiden test in industrial service recently at the Government proving grounds, Sandy Hook, in the presence of engineers of the development department of the Linde Air Products Co. and a group of practical cutting blowpipe operators from the Oxxweld Acetylene Co.'s Newark welding shop. The latter company had entered into a contract to reduce 4000 tons of punctured armor plate to charging box sizes, and the new machine



APPARATUS AND OPERATOR AT WORK.

was developed with the co-operation of Linde engineers to effect economies in the oxy-acetylene process involved. The test was an unusual one and a revelation to engineers and operators alike.

The particular problem presented was to devise, if possible, a semi-automatic mechanical means of cutting irregular surfaces. The conditions confronting the cutters were such that no straight-line cutting machine then on the market was adapted to the work. Accordingly, the engineers examined the physical features to be overcome and began work on the problem. The armor plate was badly warped by the impact of the shells which had pierced it in

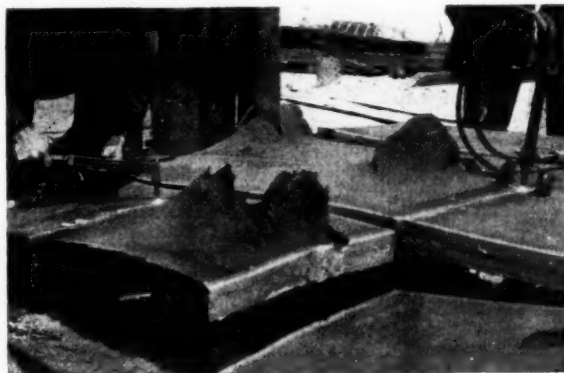


PLATE BEING CUT UP AND SHOWING HOLES.

target practice, and the punctures (six in each plate) were mushroomed and ragged. Each plate (3 inches thick by about 9 feet by 13 feet) weighed between seven and eight tons. Besides irregularity of surfaces, another difficulty loomed large in the composition of the metal, which contained high percentages of nickel and chrome. This kind of steel yields a heavy and viscous slag that does not flow freely from the kerf in blowpipe cutting. This not only retards the cutting speed, but necessitates higher oxygen pressures than are required in cutting ordinary steel of the same thickness.

A completed test machine was on the job within a week after hand cutters had started work, or virtually at the beginning, and the Oxxweld people were so pleased with the test that the company immediately authorized the building of two additional machines. It is estimated that the savings on this one contract will more than pay for them. Meanwhile it is anticipated that the new applications will be developed, as machine cutting of irregular surfaces has been long desired in wrecking operations.

The device is scarcely more complicated than a bucksaw, and the entire equipment does not weigh more than 30 pounds. Changing from line to line of cut is almost as simple as moving a typewriter from desk to desk, and apparently it will be possible for a man unskilled in such cutting work to operate the machine.

### Commendations, Kicks and Comments

#### A Bulgarian Physician Interestingly Tells of His Regard for the Manufacturers Record and Why He Is Unable to Pay for It.

DR. MICHAEL E. TEMCOFF, County Physician, Dermantsi, Loukovitsko, Bulgaria.—I am in receipt of your favor of January 5th and the bill for \$12. You may recollect my present subscription was paid by Mr. Will Jewell of Indiana Harbor, Ind. Whether I appreciate the MANUFACTURERS RECORD'S ideas, information, etc., I have stated in several letters to its editor and to Mr. Victor H. Power. Appreciate is a feeble word to use for my disposition. I can honestly say I love your magazine and admire from this here corner of the globe the untiring militant, aggressive attitude it has been saying relative to many life earnest questions and controversies. You wouldn't believe it, but its regular visits I await all a trepidate, like unto a persecuted and enamored couple at coming rendezvous. It has broadened my vista, enlarged my stock of business knowledge and has infused me with a more pronounced fighting spirit, even belligerent, in the sense of not waiting for an attack by evil-doers, yet dealing out blows aggressively, provokingly; that is the most reasonable way to attack the devil and his consorts.

Still its price (ordinarily would be 61.80 leva) amounts to 129 leva in our money—a whole month's salary—bankruptcy itself.

I am getting the weekly edition of the Springfield Republican, the Pathfinder, on credit, while the staggeringly low rate of exchange approaches the normal or thereabouts. The Baptist from Chicago I get, thanks to the kindness of Rev. John F. Herzog of Cincinnati. Even Merriam's publication of Webster's I am going to get on a two year's credit, probably by quoting to the publishers a little poem printed in one of your issues on "Indebtedness."

I shall deplore more earnestly my inability to subscribe for the MANUFACTURERS RECORD from 15th of April on; however, it does one no good to kick against facts, as facts themselves are accomplished kickers.

Thanking you most cordially for every bit of kindness shown me during the expired year, I remain to be sir, etc.

#### Hopes New Administration Will Adopt Different Policies Affecting Business.

JOSEPH PUGH, Mandeville, La.—I am an associate member of the American Society of Civil Engineers and was formerly secretary of the Ely Construction Co. of Augusta, Ga. I expect to again enter the contracting field as soon as business conditions become settled. I think the methods now being employed by our Government to bring things back to normal are doing a great harm to all business, and I hope the new Administration will speedily adjust matters.

I take the MANUFACTURERS RECORD for the construction news, but I get a great deal of good information from your editorials. Here's hoping you keep up the good work until you see a change for the better.

#### Would Not Be Without It.

G. J. HALTER, Columbia, S. C.—Enclosed is my check for \$5.50 for one year's subscription to the MANUFACTURERS RECORD. Believe me, I would not be without it.



# Construction Department

## EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

## DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Airplane Plants, Stations, Etc.

Tex., Wichita Falls — Airplanes. — Aerial Service Co., capital \$12,500; J. M. Bonner, C. R. Nichols, H. K. New.

Tex., Wichita Falls — Airplanes. — Wichita Service Co. organized with H. K. Neal, Secy.; will install aeroplane equipment costing about \$12,500; rebuild aeroplanes, also operate passenger and light freight lines. (Lately noted inceptd., capital \$50,000.)

## Bridges, Culverts and Viaducts.

Ark., Wilmet. — Will build 2 steel bridges; bids until Apr. 4; Lund & Hill, Engrs., Little Rock, Ark.

Ga., Augusta. — Let contract to A. J. Twiggs & Son, Augusta, for substructure of bridge across Savannah River, at \$124,267.12, and Virginia Bridge Co., Roanoke, Va., for superstructure, at \$77,700. Address Richmond County Commrs. Roads and Revenues, Augusta, and Aiken County Commrs., Aiken, S. C. (Lately noted.)

Ga., Columbus. — Will build \$210,000 reinforced concrete bridge across Chattahoochee River at 14th St.; arch, width 40 ft.; voted \$180,000 bonds; construction bids Mch. 11; J. B. Knight, Chrmn. Bridge and Wharves Committee. (Lately noted to vote.)

Ky., Russell. — Will organize stock company for building bridge over Ohio River from Ironton, O., to Russell, Ky.; cantilever type with 3 spans, total length 2700-ft.; connect traction lines from Guayandotte, W. Va., to Portsmouth, Va.; \$750,000; will apply for permit from War Dept. Address Ironton Chamber of Commerce.

La., Lafayette. — Let contract to Paul Doucet for building creosoted wood culverts; W. J. Peck, City Clk.; Louis Voorhies, Engr. (Lately noted inviting bids.)

Mo., Reeds Spring. — L. J. Smith Construction Co. has contract for building 3 bridges.

N. C., Spencer. — Will build bridge to span Yadkin River; 1000 ft. long; \$100,000. Address Rowan County Commrs., Salisbury, N. C.

Okla., Enid. — Will build and repair bridges; \$225,000. Address Garfield County Commrs.

S. C., Pee Dee. — Will build main spans of steel and concrete bridge over Pee Dee River; 180-ft. through-steel truss draw span and 168-ft. through-steel fixed span on concrete substructure; Federal-aid Project 101, Section A; low bidders, Hyde & Baxter, Washington, D. C., at \$94,751; S. W. Lewis, Div. Engr., Florence, S. C. (Lately noted inviting bids.)

Tex., Crosbyton. — Will build bridge over Blanco Canyon on Highway No. 18-A; \$12,000; Pink L. Parish, Crosby County Judge.

Tex., Marshall. — Will build bridges and culverts on Highway No. 8; construct 14.29 mi.

road; bids until Mch. 15; Geo. A. Duren, County Engr.; W. H. Strength, Harrison County Judge. (See Machinery Wanted—Bridge Construction.)

Tex., Quanah. — Will build bridges over Red and Pease rivers; \$50,000; Foard County may stand half cost of Pease River bridge and Red River bridge may be toll proposition. Address Foard County Commrs.

Tex., San Antonio. — Will reconstruct bridge over San Antonio River at Commerce St.; bids until Mch. 10. Address City Comm.

Tex., Wheeler. — Will build bridge over North Fork Red River; \$200,000; L. D. Miller, County Judge; Hess & Skinner, Const. Engrs., Southwest Life Bldg., Dallas, Tex.

Va., Norfolk. — Will build bridges, complete water-works, etc.; sell \$1,500,000 bonds; Walter H. Taylor, Director Public Works.

Va., Norfolk. — Plans are being prepared for bridge over Ohio Creek to Memorial Park; stone or reinforced concrete; memorial arch of stone; Calrow, Wrenn & Tazewell, Archts.; Walter H. Taylor, Director Public Works.

W. Va., Grafton. — Will construct and build fills on each side concrete arch in Booth's Creek Dist., known as Mollie Travis bridge; bids until Mch. 21; Frank Bennett, Taylor County Clk. (See Machinery Wanted—Bridge Construction.)

## Canning and Packing Plants.

Fla., Fort Pierce. — Fort Pierce Fruit Growers' Assn. will erect fireproof packing plant; 120x80 ft.; install machinery; total cost \$30,000; daily capacity 5 cars of fruit; E. S. Williams, Mgr.

Fla., Jacksonville. — Farris & Co., Ralph A. Farris, 410 Davis St., Secy.-Treas., will erect \$50,000 packing and cold-storage plant; 3-story 100x75 ft.; reinforced concrete construction; include slaughter house and cold-storage facilities on every floor; daily capacity 75 to 100 head of cattle and several hundred head of hogs; mfr. lard and sausage. (Lately noted inceptd., capital \$100,000.)

Fla., Wauchula. — Wauchula Truck Growers' Assn., W. W. Bateman, Sales Mgr., let contract to M. Wheeler to construct 100x92-ft. packing-house with 250-ft. loading platform; mill construction; purchased grading machines; electric power; pack vegetables. (Lately noted. (See Machinery Wanted—Hampers.)

Ky., Louisville. — New Albany Canning Corp., capital \$250,000, inceptd. by J. N. Grant, Louisville; J. E. Wright, Andalusia, Ala.

Ky., Pineville. — New South Packing Co., capital \$10,000, inceptd. by G. S. Thompson, J. T. Schneider and Ewing Wilder; all Middlesboro, Ky.

Miss., Gloster. — Mays Food Products Co., capital \$15,000, organized with J. F. Cassells,

Pres.; O. P. McPherson, Secy.; Geo. Causey, Treas.; will establish sweet-potato cannery.

Miss., Hattiesburg. — American Pickle & Canning Co., J. J. McClure, Mgr., will enlarge plant; install 15 salting stations; single station composed of supply of salt shed and one or more vats; total cost \$50,000; contemplates canning cane syrup.

Mo., St. Louis. — St. Louis Independent Packing Co., 3857 Choteau Ave., will construct fireproof packing plant; cost \$100,000; C. L. Kraus, Archt., 3857 Choteau Ave.

Mo., St. Louis. — Emil Sieloff Packing Co., Emil Sieloff, Pres., 4339 Natural Bridge Ave., will erect packing plant; 1 story and basement; 121x110 ft.; semi-fireproof brick; reinforced concrete construction; Wedemeyer & Nelson, Archts., Wainwright Bldg.; bids opened.

Tenn., Trenton. — Craddock & Stallings contemplate erecting cannery.

W. Va., Wheeling. — Bleifus Bros., 140 16th St., organized with Geo. L. Bleifus, Pres.; Harry Gompers, Secy.; Ed. J. Bleifus, Treas.; will improve plant; pack fresh and smoked fish, etc. (Lately noted inceptd., capital \$25,000.)

## Clayworking Plants.

Va., Tip Top. — Bricks. — Tazewell Brick Co., Pearisburg, Va., organized with C. L. King, Pres., Pearisburg; R. S. Fry, Secy.-Treas., Bluff City, Va.; Geo. Shafer, Mgr., Tip Top, Va.; improve plant. (Lately noted inceptd., capital \$75,000.)

## Coal Mines and Coke Ovens.

Ky., Emma. — Winchester Coal Co. (lately noted inceptd., capital \$50,000) organized with N. M. White, Jr., Pres.; W. D. Judy, Secy.-Treas., both Prestonsburg, Ky.; B. L. Porter, V.-P., Emma, Ky.; develop 200 acres under present lease with 1500 to 1800 acres adjoining; estimated daily output, about 600 tons; erect tipples; install mining mch., boilers, blacksmith-shop equipment, etc. (See Machinery Wanted—Scales; Rails, etc.; Engines, etc.; Blacksmith-shop Equipment; Building Materials; Cars.)

Ky., Harlan County. — L. P. Johnson, Pineville, Ky., and others have purchased 2700 acres coal land; will develop; install mch. and build spur track.

Ky., Drakesboro. — Jim Thompson Coal Co. (lately noted inceptd., capital \$100,000) organized with Jim Thompson, Pres.; S. J. Thompson, V.-P.; develop coal land; install 8 to 10-ton haulage motor. (See Machinery Wanted—Motor.)

Md., Barton. — Coromandel Mining Co., capital \$100,000, inceptd. by S. Bernard Brydon, Douglas H. Frye, Harold K. Wood.

Okla., Bartlesville. — Ruth Fuel Co. increased capital from \$20,000 to \$50,000.

Va., McDowell County. — Triple Pocahontas Coal Co., capital \$125,000, inceptd. with W. C. Neikirk, Pres.; Chas. Woolwine, Jr., V.-P.; L. J. Singiango, Secy.-Treas.; all Davy, W. Va.; purchased 334 acres coal land; will develop.

W. Va., Huntington. — Fred Coal Co., capital \$125,000, inceptd. by T. Selden, C. T. Egri, J. Ned Bryan.

W. Va., Harrison County. — Union Gas Coal

Co., capital \$100,000, inceptd. by James H. Dunn, Morgan H. Bowman, Edward F. Shelby, all Uniontown, Pa.

W. Va., Henlawson.—Merrill Coal Mines, C. W. Jones, V. P.; Gen. Mgr. and Const. Engr., Danville, Va., increased capital from \$1,200,000 to \$7,000,000, has 3000 acres under development with daily capacity of 2000 tons.

W. Va., Williamson.—Bailey-Thacker Coal Co. organized with R. G. Bailey, Prest.-Mgr.; P. A. West, V. P.; W. J. Bailey, Treas.; has 700 acres coal land under development; daily output 500 tons; M. P. Keadle, Constr. Engr. (Lately noted inceptd., capital \$100,000.)

W. Va., Wolf Summit.—Wolf Summit Coal Co. purchased additional land; develop; build miners' houses.

W. Va., Wolf Summit.—Hudson Coal Co. let contract to Keely Bros., Clarksburg, W. Va., to excavate for laying switch trackage.

### Concrete and Cement Plants.

Ala., Tuscaloosa.—Cement Bricks.—G. W. Tidd, Selma, Ala., contemplates establishing \$25,000 plant to mfr. cement bricks and other products; estimated daily capacity, 25,000 bricks.

Md., Baltimore.—Hudson Cement & Supply Co., Westwood and Whitmore Aves., increased capital to \$500,000.

### Cotton Compresses and Gins.

Tex., Fort Worth.—Menkwa Compress Co. increases capital from \$375,000 to \$500,000.

### Drainage Systems.

Mo., Brunswick.—Garden of Eden Drainage Dist., G. W. Rucker, Secy., will construct 600,000 cu. yds. levee work; bids until Mch. 12. (See Machinery Wanted—Levee Construction.)

Mo., New Madrid.—Drainage Dist. No. 12, C. L. V. Jones, Clk., New Madrid County, let contract to Otto Koehlbegley to construct Little Otter Slough ditch, Big Otter Slough and Little River ditches. (Bids lately noted.)

Okla., Tulsa.—Tulsa County Comms. will construct drainage system in Park View Dist., consisting of 5 mi. main canal and lateral ditches; Hughes Engineering Co., Engr., Bank of Commerce Bldg.; Lewis Klein, County Clk.

### Electric Plants.

Ala., Clearwater.—Contemplates installing electric-lighting plant. Address The Mayor.

Fla., Lake Butler.—Contemplate establishing \$30,000 light, ice and cold-storage plant. Address Town Council. (See Machinery Wanted—Electric-light Plant.)

Mo., Rushville.—Rushville Electric Co. inceptd. with \$30,000 capital.

N. C., Kinston.—Sutton-Mewborn Electric Co., capital \$25,000, inceptd. by Jas. and Mrs. M. B. Sutton, C. L. Mewborn.

N. C., Black Creek.—Will vote on \$10,000 bonds to install electric-light system; W. T. Privett, Town Clk.

N. C., Elm City.—Will issue \$25,000 electric-light bonds; Clarence Winstead, Town Clk.

N. C., New London.—Voted \$10,000 electric-light and power bonds. Address The Mayor.

S. C., Newberry.—Will extend electric-light, sewer and water systems; pave streets; invite bids soon; Sanders & Sweeney, Engrs., Anderson, S. C.; Eugene S. Blease, Mayor. (Lately noted issued bonds.)

Tex., Fort Worth.—Fort Worth Power & Light Co. increased capital from \$4,300,000 to \$4,636,000. (Supersedes recent item.)

Tex., Spur.—Spur Electric & Power Co., F. W. Grogan and Ray Stovall, will construct 50x30 ft. brick power house; cost \$25,000; develop 75-H. P. Lately noted Grogan & Stovall

purchased Spur Light & Power Co. (See Machinery Wanted—Engines; Generators.)

Va., Colemans Falls.—Bedford Pulp & Paper Co., Richmond, Va., will erect additional unit to power plant; install machinery; electric power; contract to S. Morgan Smith Co., York, Pa., for water-wheel; Woodward Governor Co., Rockford, Ill., to install governor, and General Electric Co., Schenectady, N. Y., to install motors and 450 K. V. A. generator; total cost \$15,000; Wm. C. Whitner & Co., Consult. Engrs., Virginia Ry. & Power Bldg., Richmond; S. C. Foster, Local Supt.

W. Va., Lewisburg.—Lewisburg Seminary for Girls, Dr. John I. Anderson, Prest., contemplates construction power plant; brick; Stanhope S. Johnson, Archt., Peoples Bank Bldg., Lynchburg, Va.

### Fertilizer Factories.

N. C., Henderson.—Vance Guano Works, American Agricultural Chemical Co., Owners, Boston, Mass., reported to expend from \$500,000 to \$750,000 to rebuild plant; annual capacity 50,000 tons fertilizers. (Previously noted to rebuild plant.)

### Flour, Feed and Meal Mills.

Ky., Frankfort.—Franklin Milling Co. will establish flour mill; purchased brewery plant; installing mch.

Tex., Amarillo.—Great West Mill & Elevator Co., capital \$900,000, inceptd. by Frank Kell, J. C. Mytinger and E. R. Humphrey.

Tex., Venus.—Venus Mill & Elevator Co., capital \$30,000; W. J. Alexander, C. E. Glidden and O. M. Renfro.

### Foundry and Machine Plants.

Ala., Birmingham.—Road Machinery.—Going Road Machinery Co., capital \$5000, inceptd. with Job Going, Prest.; Z. O. Riddle, Secy.-Treas.

Fla., Tampa.—Boilers.—Florida Steam Power Co., capital \$200,000, inceptd. with James A. Bishop, Prest.; Fred. M. Gerner, Secy.; Leroy Bishop, Treas.; mfr. steam boilers, parts and appliances.

Ky., Middlesboro.—Foundry.—J. R. Hoe & Son will erect 1-story foundry addition; steel or brick construction.

Md., Baltimore.—Iron.—Greenmount Iron & Mfg. Co., 883 Greenmount Ave., will erect additional cupola of brick and concrete construction; bids about Mch. 15.

Md., Baltimore.—Check Endorsers, etc.—Wizard Check Endorser & Printing Machine Co., F. S. Weise, Prest., 457 Calvert Bldg., increased capital from \$500,000 to \$3,000,000. (Lately noted having plans made for erecting \$1,000,000 plant.)

Md., Hagerstown.—Implements.—International Mfg. Co., capital \$300,000, inceptd. by Joseph K. Hoffman, W. Murray and Charles W. Baechtcl.

Mo., Joplin.—Armature.—Joplin Armature Works, W. 4th St., organized with F. E. Belden, Prest.; D. R. Jarrett, Gen. Mgr., have acquired Electrical Appliance Co. and Electric Service Co.; will install mch. (See Machinery Wanted—Electrical Appliance Machinery.)

Mo., Joplin.—Steel.—Joplin Steel & Malleable Co., W. S. Sohosky, Prest., will erect \$8000 plant addition; install mch. and crane. (See Machinery Wanted—Machine Shop Equipment; Crane.)

Mo., Springfield.—Castings.—Harry Schmoock will erect 50x50-ft. foundry to mfr. manhole castings, etc.; daily capacity 4 to 5 tons.

Mo., St. Louis.—Machine Shop.—Modern Machine & Tool Works, Joseph Brock, 508 Washington St., will erect 1-story-and-basement 40x

100-ft. machine shop; semi-fireproof construction; A. J. Tuchschnidt, Archt., 407 Wainwright Bldg.

Tenn., Knoxville.—Locomotives, etc.—Dempster Machine Co. will establish department for mfr. of steam-driven automobiles and locomotives.

Tex., Fort Worth.—Repairing.—Texas Mechanical & Sales Co. inceptd. with John B. Lischke, Mgr.; establish plant to remodel and rebuild vaults, safes, etc.

Tex., Houston.—Machine Shop, etc.—Texas Supply Co., M. L. Hurvitz, Prest.; purchased site, will erect machine shops and warehouse; move headquarters from Beaumont to Houston.

W. Va., Dunbar.—Machine Shop, etc.—Automoto Mfg. Co., Lewis C. Pritchard, Mgr., 19 W. G. Young Bldg., Charleston, W. Va., will erect additional plant units; 600x75-ft. foundry and machine shop; install mch. (See Machinery Wanted—Foundry Equipment, etc.)

### Gas and Oil Enterprises.

Ark., El Dorado.—Big Four Oil Syndicate, capital \$80,000, inceptd. by T. C. Cargile.

Ark., Fort Smith.—Unit Oil Co., capital \$10,000, inceptd. with Walter Knight, Prest.; Raney Whaley, Secy.-Treas.

Ark., Hermitage.—Hermitage Oil & Gas Co. organized with M. O. McClendon, Prest.; J. S. Creed, Secy.-Treas.; has 3000 acres in Bradley County.

Ark., Little Rock.—Southern Development Co., capital \$10,000, inceptd. by O. S. Selig, E. H. Timmons and A. Mathews.

Md., Baltimore.—Oklamar Co., 309 Continental Bldg., capital \$100,000, inceptd. by F. Craig Morton, Horace T. and H. Webster Smith.

Md., Fairfield Station (Baltimore)—Tanks.—Prudential Oil Co., Keyser Bldg., Baltimore, will erect five 55,000-bbl. steel tanks; 114-30 ft.; cost \$75,000.

Mo., Springfield.—Gillham Oil & Gas Co., capital \$200,000, inceptd. by E. A. Spickard, A. F. Moomaw and C. E. Burgett.

La., St. Rose.—Refinery.—Petroleum Export & Import Corp., subsidiary of Carson Oil Co., Edw. B. Carson, Prest., 29 S. La Salle St., Chicago, Ill., has awarded contract to Wm. Graver Tank Corp., Chicago, to erect 20 storage tanks; cost \$250,000; will construct pump-house, boiler-house, power-house, machine shop, and 2 warehouses, 475x50 ft.; estimated cost \$250,000; contracts not awarded; will mfr. tin containers; let contract to Lamson Co., Boston, Mass., to install conveyor system to load ships with containers. (Lately noted.)

Mo., St. Louis.—McClellan Oil Corp., capital \$2,500,000, inceptd. by U. S. McClellan, F. J. Cornwell and J. M. Patterson.

Mo., St. Louis.—Refinery, etc.—Wilcox Oil & Gas Co., Homer F. Wilcox, Prest., Tulsa, Okla., will construct unit refinery, with initial capacity of 5000 bbls., on 150-acre site; ultimate cost, including ground, other units and facilities, \$15,000,000; provide 300-acre tank farm; construct 10-in. pipe line from Bristow, Okla., to St. Louis; cost, including pumping stations, \$4,000,000. (Lately noted contemplated.)

Okla., Bartlesville.—Wiser Oil Co., Chas. N. Kimball, Secy., will increase capital from \$2,000,000 to \$2,500,000.

Okla., Oklahoma City.—Mendocino Oil & Gas Co., capital \$10,000, inceptd. by W. T. Hinton, C. M. Keeler and L. D. Threlkeld.

Okla., Oklahoma City.—Pat. Henry Oil Co., capital \$30,000, inceptd. by Pat. Henry, A. W. and K. S. Lee.

Tex., Breckenridge.—Casing-head Plant.—Shamrock Oil Corp. will construct initial unit of casing-head gasoline plant.

Tex., Denton—Refinery.—Crescent Co., J. A. Minnis, Prest., let contract to erect 75-bbl. refinery.

Tex., Houston.—Houston Hot Well Oil Co., capital \$300,000, inceptd. by L. Blyard, D. M. Bowden and B. E. Caldwell.

Tex., Houston.—Texas Co., increased capital from \$143,000,000 to \$164,000,000. (Lately noted increased capital to \$143,000,000.)

Tex., Marshall.—Texas Co., Houston, Tex., contemplates laying 19-mi. natural gas pipe line from Elysian Fields to Marshall and to construct distributing system.

Tex., Mexia—Refinery, etc.—Mexia Refining Co., Manager Riley, will construct 1000-bbl. daily capacity refinery; erect 2 stills and boiler-rooms.

Tex., Somerset—Refinery.—C. L. Witherspoon, San Antonio, Tex., plans construction 1000-bbl. daily capacity oil refinery.

Tex., South Bosque (P. O. Waco)—Refinery. Waco Producers' & Refining Co. let contract to R. E. Whitlock and J. E. Quarles, Dallas, Tex., to erect \$60,000 refinery; daily capacity 300 bbls.

Va., Richmond.—Crystal Oil Co., capital \$2,750,000, inceptd. with Whiting C. Faulkner, Prest., Richmond; W. E. Bryan, Secy., Denver, Colo.

### Hydro-Electric Plants.

Ala., Birmingham.—Reported that Public Service Comsn. granted Alabama Power Co., Thos. W. Martin, Prest., permit to construct additional 19,900 H. P. hydro-turbine unit at Lock 12 on Coosa River; capacity 109,500 H. P. (Previously noted in Nov. 11 to apply for license.)

Ark., Cotter.—Federal Power Comsn., Washington, D. C., granted permit to Dixie Power Co., Walker V. Powell, Prest., 1100 Title Guaranty Bldg., St. Louis, Mo., to build hydro-electric plant on White River; construct high-head dam to back up White River for 100 mi. and produce 100,000 horse primary power to transmit to cities in Arkansas, Missouri and Oklahoma; in addition to power feature, construction of dam will result in control of flood waters in lower White River basin and create lake 7 mi. square; Henry A. Allen, Const. Engr., Chicago, Ill. (Lately noted.)

Va., Bristol.—Electric Transmission Co. of Virginia will increase capital from \$500,000 to \$1,200,000.

### Ice and Cold-Storage Plants.

Ala., Troy.—Standard Chemical & Oil Co. will expend \$300 to \$400 on repairing ice plant; increase capacity.

Ark., Little Rock.—Peoples Ice Co., J. G. Taylor, Prest., 712½ W. 9th St., will erect 1-story 150x200-ft. reinforced concrete, brick and steel plant; costing about \$100,000; Moody, Knight & Lewis, Archts., Engrs., 512 A. O. U. W. Bldg.

Fla., Lake Butler.—Contemplate establishing \$30,000 ice, light and cold-storage plant. Address Town Council. (See Machinery Wanted—Ice Plant, etc.)

Ga., Camp Benning.—Alex. C. Doyle, Capt. Q. M. C., Construction Quartermaster, will erect ice plant; concrete and brick construction; bidders are: Phillipsburg Construction Co., Yonkers, N. Y.; W. F. Martin, Rochester, N. Y.; Moultrie Construction Co., Moultrie, Ga.; Selden-Breck Co., St. Louis, Mo.; Snow Construction Co., Chicago, Ill. (Bids lately noted.)

Ky., Maysville.—West Produce Co. will erect \$30,000 fireproof cold-storage building; E. A. Weber, Archt., Miller Bldg., Cincinnati.

Mo., Chillicothe.—Producers' Cold Storage Co., F. G. Peters, Mgr., will erect cold-storage

plant; Simon Construction Co., Const. Engr., Columbia, Mo. (Lately noted organized with \$31,000 capital.)

Okla., Muskogee.—Consumers' Ice & Fuel Co., capital \$50,000, inceptd. by H. W. Gibson, E. L. Semple, W. T. Granger.

Va., Charlottesville.—Rochwell & Co. will erect 3-story addition to cold-storage plant addition; 130x140 ft.; Quigley Hafer, Archt., 155 Garfield Bldg., Chambersburg, Pa.

### Land Developments.

Ala., Woodlawn Sta. (Birmingham).—Will improve Woodlawn Park for playground. Address The Mayor.

### Lumber Manufacturing.

Ala., Tuscaloosa.—Virgin Lumber Co., capital \$16,000, inceptd. by G. G. Swain and others.

Fla., Buena Vista.—McDonald Lumber Co., Guy Stoms, Prest., Miami, Fla., purchased stock, etc., of Magic City Lumber Co.; will operate.

Fla., Oldsmar.—Gulf Lumber & Power Co., capital \$250,000, inceptd. with W. F. Allen, Prest.; Smith G. Young, V.-P.; J. H. Gamble, Secy.-Treas.

S. C., Pickens.—Pickens Lumber Co., capital \$8000, inceptd. with S. J. Nally, Prest.-Treas.; B. T. Day, V.-P.; J. F. Wilborn, Secy.

Tenn., Rockwood.—Molyneux Lumber Co., capital \$10,000, inceptd. by Harry Molyneux, Isaac Eachus, Fred. G. Haggard.

Tex., Athens.—Willford Lumber Co., capital \$40,000, inceptd. by R. L. and C. C. Willford, E. L. Kurth.

Tex., Dallas.—Lyon-Gray Lumber Co., Sherman, Tex., increased capital from \$600,000 to \$840,000.

Tex., Graydon.—William Graydon Hardwood Co. increased capital from \$40,000 to \$80,000.

W. Va., Jaeger.—Welch Lumber Co. let contract to Albert Bros., Shawsville, Va., at \$10,000 for masonry and grading for new plant.

W. Va., Verner.—Sharpnack Timber Corp., W. E. Smith, Prest.-Mgr., Huntington, W. Va., has under construction band mill, logging railroad, houses, etc.; daily capacity 25,000 to 30,000 ft. hardwood lumber. (See Machinery Wanted—Log Loader; Rails.)

### Metal-Working Plants.

Fla., Tampa.—Saws.—Burger Repair & Construction Co. plans to erect plant to mfr. portable band saws.

Ga., Macon.—Automatic Specialties.—Automatic Specialty Mfg. Co., capital \$100,000, inceptd. by B. Lee Davis, Macon; C. H. Rutherford, Beverly Martin, both Wilmington, Del.

Md., Baltimore.—Sheet Metal.—Phillip-Kell Co., Holliday and Center Sts., reported to erect plant addition; double capacity; mfr. sheet-metal products.

Md., Baltimore.—Conveyors, etc.—Lane-Galloway Conveyor Co., Tuscany Apts., capital \$100,000, inceptd. by Harry A. Lane, Philip G. Lang, Jr., Charles W. Galloway.

Md., Baltimore.—Metals and Alloys.—Marbo Metal Products Corp. inceptd. by Francis H. Stevenson, 449 Leader Bldg., Cleveland, O.; Jas. A. Curtis, Wm. H. Hill, both Schofield Bldg., Cleveland, O.; J. Banister Hall, Baltimore representative, Calvert Bldg.

Mo., Kansas City.—Lamps.—Sunshine Safety Lamp Co., care of W. H. Hoffstot, 1105 McGee St., let contract to John Gosling, 225 Ry. Exchange Bldg., to erect 1-story and basement 50x115-ft. building; R. A. Curtis, Archt., 336 Reserve Bank Bldg. (Lately noted.)

Tex., Bryan.—Automatic Shoe Polisher.—Automatic Electric Shoe Polishing Machine Co., capital \$75,000, inceptd. by J. L. Edge, J. T. Maloney, C. A. Harris.

### Mining.

Ark., Batesville.—Manganese.—White River Manganese Co., Wm. G. Rinehart, Prest.-Mgr., 567 Broadway, Gary, Ind. (lately noted increased to \$500,000), has under development 180 acres manganese; estimated daily output 5½ tons; install mch. to move clay, rocks, washing and concentrating. (See Machinery Wanted—Mining Machinery.)

Tex., Dallas.—Stone.—Buckeye Stone Co., capital \$150,000, inceptd. by C. L. Johnston, C. B. Mendel, W. V. Cullen.

Tex., Dallas.—Stone.—Buckeye Stone Co., capital \$150,000, inceptd. by C. L. Johnston, C. B. Mendel, W. V. Cullen.

Va., Staunton.—Marl.—Farmers Marl Lime Co. (lately noted inceptd., capital \$150,000), organized with C. J. John, Prest.; J. T. Jordan, V.-P.; W. J. Chapman, Secy.-Treas.; will develop 40 acres or about 5,000,000 tons marl; daily output 200 tons; install mining mch. (See Machinery Wanted—Mining Machinery.)

### Miscellaneous Construction.

Fla., Jacksonville.—Docks.—Voted \$1,000,000 bonds for extension of municipal docks; John S. Bond, Chrmn. City Comsn. (Lately noted to vote on positive issue of \$600,000 bonds and tentative issue of \$400,000 bonds.)

Fla., Ocala.—Terminals.—Florida Terminal Co., capital \$1,000,000, inceptd. by Clarence and Jack Camp, Ocala; Geo. F. Armstrong, Savannah, Ga.

Md., Baltimore.—Dept. of Public Improvements, William F. Broening, Prest. Board of Awards, let contract to Dorsey & Miller, Equitable Bldg., at \$10,591.48 to construct bulkhead in front of Center Pier, Back Basin; Bancroft Hill, Harbor Engr.; H. C. Perring, Chief Engr. (Bids lately noted.)

Tenn., Knoxville.—Memorial Monument.—Will erect war-hero memorial monument on city high-school's campus; City Comsn. in charge.

Tenn., West Point.—Lock.—Government will expend approximately \$750,000 to construct lock No. 8; Maj. J. L. Schley, United States Engr., Nashville, Tenn.

Va., Radford.—Swimming Pool.—W. H. Zink let contract for construction of concrete swimming pool; approximate cost \$4000. Lately noted. (See Machinery Wanted—Cement; Concrete Mixer.)

Va., Norfolk.—Swimming Pool.—Will construct double concrete swimming pool for playground system at Lafayette Park; has plans; Powhatan S. Schenck, Health Officer and Director Public Works.

### Miscellaneous Enterprises.

Ala., Bessemer.—Incinerator.—Will construct incinerator. Address B. C. Jones, Mayor.

Ala., Gadsden.—Potato Curing.—Etowah County Farm Bureau and K. A. Kleth, Minneapolis, Minn., contemplates establishing 20,000-bu. capacity potato-curing and storage-house.

Ark., Mountain Home.—Printing.—Baxter County Citizen, T. M. Davis, Editor and Owner, contemplates erecting printing plant.

Fla., De Land.—Amusements.—De Land Amusement Co., capital \$50,000, inceptd. by J. H. Tatum, Prest.; L. M. Patterson, Secy.-Treas.

Fla., Jacksonville.—Mechanical Appliances.—Perfection Engineering Products Corp., capital \$25,000, inceptd. with George W. Trout.



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Prest.—Treas.; James E. Erkskine, V.-P.;  
Phillip W. Trout, Secy.

Fla., Tampa—Amusements.—Maceo Amuse-  
ment Co., capital \$150,000, inceptd. with R. M.  
Wade, Prest.; F. H. Young, V.-P.; C. A.  
Sappal, Secy.—Treas.

Ky., Louisville — Advertising. — Goodwin,  
Camper & Kleesattel, 505 Marion E. Taylor  
Bldg., organized with John F. Hubn, Prest.;  
O'Neil Goodwin, V.-P.; Fred. O. Kleesattel,  
Secy.; D. S. Camper, Treas. (Lately noted  
inptd., capital \$10,000.)

La., Alexandria — Pasteurizing Plant.—  
Rapides Parish Dairyman's Assn. contemplates  
establishing milk-cleaning and pasteurizing  
plant; \$7500 has been subscribed.

Md., Baltimore—Printing.—Baltimore Sales-  
book Co., 1540 Ridgely St., increased capital to  
\$465,000; changed name from Mutual Mani-  
fold Co.

Md., Baltimore—Dairy.—Western Maryland  
Dairy Co., Irvin D. Baxter, Prop., Linden and  
Dolphin Sts., will erect plant addition;  
Schantz & Co., Archt., Columbia and Warren  
Sts., New York. (Lately noted to expend  
about \$300,000 on improvements.)

Md., Baltimore—Truck Line.—Union Trans-  
portation Line of Maryland, Equitable Bldg.,  
capital \$400,000, inceptd. by S. G. Durant; es-  
tablish truck-line system.

Md., Baltimore—Steamship Lines.—Halschaw  
Steamship Lines, Equitable Bldg., capital  
\$300,000, inceptd. by James L. Watson, Ferdin-  
and H. Butehorn, Thomas E. Halle.

Md., Baltimore — Publishing. — Baltimore  
American Co., Munsey Bldg., inceptd. by  
Stuart Olivier, Charles M. Harwood, George  
R. Gaither.

Md., Baltimore — Transportation. — National  
Mercantile Marine, 3 E. Lexington St., capi-  
tal \$100,000, inceptd. by Frederick W. Flott-  
well, Frank E. Welsh, Jr., Harold Lee.

Md., Baltimore — Salvage, etc. — Baltimore  
Derrick & Salvage Corp., capital \$300,000,  
inceptd. by Louis E. Broom, Jr., 265 S. Ell-  
wood Ave.; Jas. F. McLeod, Ridgewood, N.  
J.; Ralph E. Chapman, Brooklyn, N. Y.

Md., Luke—Contracting.—William T. Sigler  
Co., capital \$50,000, inceptd. by William T.  
Sigler, Calvin Kepplinger, Edward H. Wolf-  
ford.

Miss., Richton—Hardware.—Chambliss Hard-  
ware Co., capital \$10,000, inceptd. by W. M.  
and J. R. Chambliss.

Miss., Laurel—Contracting and Engineering.  
Russell & Duffee, capital \$10,000, inceptd. by  
L. W. Duffee, Laurel; L. S. Russell, J. P.  
Cooper, both Philadelphia, Miss.

N. C., Ayden—Printing.—Free Will Baptist  
Denomination; J. E. Sawyer, Chrmn. of Build-  
ing Comm.; plans to erect additions to print-  
ing plant costing \$100,000.

Okl., Oklahoma City—Laundry.—Dinks Par-  
ish Laundry, C. G. Girvin, Mgr., erect 2-story  
stucco building, 88x138 ft.; \$40,000.

Tenn., Chattanooga — Construction. — Setliff  
Construction Co., capital \$20,000, inceptd. by  
J. C. Setliff, P. C. Morris, S. E. Dooley.

Tex., Dallas—Incinerator.—Will vote Apr. 5  
on \$200,000 bonds to construct incinerator;  
Hal Moseley, City Commr. (Lately noted.)

Tex., Fort Worth.—Will construct \$12,500  
incinerator of brick construction. John W.  
Davis, City Land Agt.

Tex., Houston—Construction.—J. E. Mc-  
Gilliuddy Co., capital \$10,000; J. E. McGilli-  
uddy, L. H. Berry, W. B. Campbell.

Tex., Houston — Ship Channel Industries.—  
Industrial Development Co., capital \$50,000,  
inceptd. by Paul Wipprecht, E. O. Kruger, J. F.  
Campbell.

Tex., Plainview—Hardware.—Dowden Hard-

ware Co., capital \$60,000, inceptd. by E. and  
F. Dowden, Jr., Fred. L. Brown.

Va., Montross—Transportation. — Potomac  
Ferry & Transportation Corp. increased capi-  
tal from \$50,000 to \$75,000.

Va., Richmond — Construction. — Concrete  
Steel Bridge Co. organized with \$50,000 capi-  
tal; Jos. F. Hall in charge.

W. Va., Bluefield — Amusements. — Mercer  
Amusement Co., capital \$50,000, inceptd. by  
C. E. Tipton, J. S. Silverstein, Jas. T. Dun-  
bar; all Huntington, W. Va.

W. Va., Charleston — Construction, etc. —  
Moss Construction & Supply Co., Box 280, or-  
ganized with J. K. Moss, Prest.-Mgr.; L. I.  
Moss, V.-P.; C. L. Smith, Secy.—Treas. (Late-  
ly noted inceptd., capital \$25,000.)

### Miscellaneous Factories.

Ark., Blytheville — Pickles, etc. — Harriman  
Vinegar & Pickle Co., Omaha, Neb., will es-  
tablish plant to produce vinegar and pickles;  
Robt. E. Blaylock, interested.

Fla., Jacksonville—Naval Stores.—Baldwin-  
Lewis-Pace Co., Graham Bldg., capital \$1,000-  
000, inceptd. by J. H. and J. G. Pace; both Pen-  
sacola, Fla.

Fla., Moore Haven — Sugar. — Moore Haven  
Sugar Corp., Miami, Fla., capital \$1,000,000,  
organized with E. C. George, Prest. and Gen.  
Mgr., Moore Haven; John C. Gramling, Secy.  
Treas., Miami, Fla.; purchased Moore Haven  
Syrup Co.'s plant of 8 mills, and 450 acres  
adjoining mill; will rebuild mill to consume  
daily 600 tons cane; install machinery to mfr.  
clarified raw sugar and its by-products,  
molasses; contracts let to build private rail-  
road track to mill to connect with Moore  
Haven and Central R. R., and dig 2000 ft.  
private canal to connect with Government  
canal, now under construction; mchy ordered;  
total investment \$750,000; total cane acreage  
3000 acres.

Fla., Orlando—Confectionery.—J. D. Paltry  
will erect \$30,000 factory building; brick; mfr.  
confectionery.

Fla., Tampa—Bakery.—Golden State Bakery,  
capital \$5000, inceptd. with M. J. Terranova,  
Prest. and Gen. Mgr.; G. Smith, Secy.

Ga., Atlanta—Syrups.—Hagan & Dodd Co.,  
212 Auburn Ave., let contract to Gude & Co.  
to construct 3-story 100x50-ft. plant to mfr.  
syrup; also let contract to Gude & Co. to  
erect 1-story 100x50-ft. bottling plant for Red  
Rock Co. (Hagan & Dodd, owners), to con-  
nect with syrup plant; also 100x100-ft. garage;  
all concrete with yellow brick front; costing  
from \$80,000 to \$100,000. (Lately noted to  
erect bottling plant.)

Ky., Owensboro—Paint and Glass.—Owens-  
boro Paint & Glass Co. increased capital from  
\$15,000 to \$30,000.

La., Lake Charles — Syrup. — Cherry Nectar  
Co. contemplates establishing plant to mfr.  
syrup; Herbert Bayliss, interested.

Md., Baltimore—Beverages, etc.—Tuxedo Co.,  
348 Equitable Bldg., capital \$100,000, inceptd. by  
Labert Lyman, Wm. L. Armstrong and Jas.  
C. Miller.

Md., Baltimore — Lard, etc. — High Grade  
Lard & Compound Co., 2600 Hafer St., capi-  
tal \$25,000, inceptd. by Wm. E. Bragg, Robt.  
Plein and Max Baker.

Md., Baltimore—Chesapeake Oakal Corp.,  
213 St. Paul St., capital \$100,000, inceptd. by  
D. Fred. Shamberger, Geo. H. Stevenson and  
Irving P. Whitehead.

Md., Baltimore—Shoes.—Anderson Shoe Co.,  
40 S. Paca St., capital \$500,000, inceptd. by  
Milton L. Halle, Aaron M. Billstein and  
Saml. H. Burns.

Md., Baltimore — Butterine. — A. H. Kuhl-  
mann Co., 2961 Frederick Ave., purchased Daly

distilling plant; remodel for the mfr. of  
butterine; install mchy.; monthly output ap-  
proximately 800,000 lbs. (Lately noted in-  
creased capital.)

Md., Baltimore—Chemical Products.—Inter-  
national Chemical Co., 13 W. Saratoga St.,  
capital \$150,000, inceptd. by Solomon F. Acree,  
Wade A. Gardner and Carlyle Barton.

Md., Hagerstown.—International Mfg. Co.,  
First National Bank Bldg., capital \$100,000,  
inceptd. by Jos. K. Hoffman, W. Murray and  
Chas. W. Baechtel, Jr.

Mo., Kansas City—Novelties, etc.—M. & M.  
Doll & Novelty Co., capital \$50,000, inceptd.  
by G. B. Propp, M. B. Moran and Paul M.  
Stantz.

Mo., North Kansas City—Corn Products,  
etc.—Corn Products Refining Co., E. T. Bed-  
ford, Prest., 17 Battery Pl., New York, let  
contract to Bedford Construction Co., E. E.  
Cummings, in charge, to erect plant to mfr.  
syrup and other corn products; construct  
7 or 8 reinforced concrete buildings; one  
structure reported to contain 100,000 sq. ft.  
floor space; 75-acre site; use 25,000 bu. corn  
and 10,000,000 gals. water daily; drill well;  
expend \$7,000,000 to \$8,000,000 for land, en-  
gineering, buildings, machinery, etc.; J. J.  
Merrill, Archt., 17 Battery Pl., New York.  
(Previously noted.)

N. C., Burlington — Ice Cream. — May Ice  
Cream Co. increased capital from \$25,000 to  
\$35,000; will install additional equipment.

N. C., Morganton—Tanning Extract.—Burke  
Extract plant, Kistler, Lesh & Co., owners,  
Boston, Mass., will install additional machin-  
ery and increase daily capacity from 80 to  
160 bbls. tanning extract.

N. C., Wilmington.—Tooth Brushes and  
Holders—Asepto Dental Co., Murchison Natl.  
Bank Bldg., capital \$150,000, inceptd. by B. R.  
and Wm. F. Morrison, Geo. K. Patterson.  
(Lately noted Morrison, Patterson & Morrison,  
inceptd.)

S. C., Sumter—Medicines.—Sumter Medicine  
Co., 316 Sumter St., organized with G. C.  
Cooper, Prest.; C. H. Courtney, V.-P.; J. P.  
Hutto, Mgr.; has frame building; will install  
gas engine, etc. Lately noted inceptd., capital  
\$25,000. (See Machinery Wanted—Cartons.)

Tenn., Gallatin—Tobacco.—Walker-Harness  
Tobacco Co., capital \$10,000, inceptd. by D. D.  
Walker, W. R. Harness and Harry Swaney.

Tenn., Knoxville — Nut Butterine. — East  
Tennessee Nut Butter Co., capital \$5000, in-  
corporated by H. K. Mullens, Geo. R. Israel  
and R. A. Lovel.

Tenn., Lebanon — Bakery, etc. — Scheuerman  
Bakery & Ice Cream Co., Will Scheuerman,  
Prop., N. Cumberland St., will improve plant;  
remodel bakery for ice-cream plant; install  
machinery.

Tex., Bonham—Candy.—Bonham Candy Co.  
will erect 50x110-ft. building; 5500-ft. floor  
space; J. P. Steger, Contr.

Tex., Corpus Christi—Ice Cream.—Clover-  
dale Ice Cream Co., H. A. Brunson, Box 109,  
let contract to Birmingham & Dale to con-  
struct fireproof factory building; install \$15-  
000 machinery; daily output 1000 gals. ice-  
cream. Lately noted. (See Machinery Wanted-  
Ice-cream Plant Equipment.)

Tex., Dallas—Drugs.—J. W. Crowds Drug  
Co. increases capital from \$60,000 to \$600,000.

Tex., El Paso—Tailoring.—Gray Tailoring  
Co., capital \$10,000, inceptd. by J. H. Gray,  
C. H. Kirkland and Chas. R. Loomis.

Tex., Houston—Drugs.—Ship Channel Drug  
Co. increases capital from \$13,000 to \$30,000.

Va., Appalachia—Drugs.—Elmore Distrib-  
uting Corp., capital \$25,000, inceptd. with  
F. E. Elmore, Prest.; G. Morton, Secy.

W. Va., Charleston—Mint-Cola.—Mint-Cola,

Bottling Works will erect 2-story plant addition; cost \$20,000.

Va., Richmond—Cigars.—John Foege & Son, 601 E. Main St., will erect 2-story 150x46-ft. factory building; brick; B. J. Rowlett, Archt., Dominion Trust Bldg. (Previously noted.)

Va., Richmond.—F. B. Gunn and Geo. Smith, Allison Bldg., let contract to E. L. Bass & Bros., 7th and Bainbridge Sts., to construct 3-story 117x117-ft. factory building and warehouse; Max E. Rushmund, Archt. (Lately noted.)

W. Va., Bath—Food Products.—Morgan County Food Products Co., capital \$10,000, inceptd. by W. H. Somers, Guy F. Fearnow and Geo. S. Ambrose.

W. Va., Huntington—Clothing.—Williams-Burkhart Co., capital \$100,000, inceptd. by John W. Williams, R. S. Burkhart and Jas. T. Baker.

W. Va., Wilmont—Insulating Material.—Refractory Products Co., Fredericksburg, Va., capital \$900,000, organized with W. S. Quigley, Prest.; L. E. Turk, Treas.; both New York; T. M. Cavin, Secy., Wilmont, W. Va.

### Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Filling Station.—S. W. Harrison and H. M. Weatherly will erect \$10,000 filling station.

Ark., Gravette—Garage.—Corner Garage will enlarge garage, 25x100 ft.

D. C., Washington—Garage.—J. E. Chapman will erect \$10,000 garage.

D. C., Washington—Garage.—Washington Garage Co., capital \$50,000, inceptd. with Ellis A. Beck, Saml. F. Tyree, Wm. C. Bowie.

Fla., Jacksonville—Automobiles.—Seminole Supply Co., capital \$5,000, organized with Wm. H. Leaker, Prest.; J. N. Morris, V.-P.; T. W. Gill, Secy.-Treas.

Fla., Pensacola—Automobiles.—Runyan Automobile Co., capital \$5,000, inceptd. with A. G. Runyan, Prest.; W. P. Peake, V.-P.; Randal Bell, Secy.-Treas.

Ga., Atlanta—Automobiles Supplies.—United Service Corp., capital \$10,000, inceptd. with Paul E. Wilkes, M. O. Markham.

Ga., Atlanta—Automobile Bodies.—Martin-Perry Corp. of Georgia, capital \$10,000, inceptd. with M. F. Goldstein, Marion Smith, both Atlanta, Ga.; John J. Ghitinan, York, Pa.

Ga., Dublin—Automobiles.—Coleman Motor Co., capital \$5,000, inceptd. with A. T. Coleman, R. C. Coleman, J. D. Bass.

Md., Baltimore—Garages.—James Keelty, 1123 Poplar Grove St., will erect several garages; 1 story; \$8800.

Md., Baltimore—Service Station.—Dorn Motor Co., 2123 Frederick Ave., capital \$50,000, inceptd. by James E. and Harry S. Dorn, Leo J. Cummings.

Md., Baltimore—Garage.—Southern Holding Co. will erect 1-story 120x64-ft. garage; concrete; 24 compartments; \$6000.

Md., Baltimore—Automobile Accessories.—Belfast Mfg. Co., 4 N. Central Ave., capital \$25,000, inceptd. by Lucien L. Friez, Peirce Van Vleck, Eben J. D. Cross.

Md., Baltimore—Garages.—Jas. Keelty, 1123 Poplar Grove St., will erect \$8800 garages.

Miss., Vicksburg—Tractors.—Morrisey-McGee Tractor Co., capital \$50,000, organized.

Mo., Kansas City—Garage.—H. E. Barker, 301 E. 15th St., will erect 1-story-and-basement 50x110-ft. garage; Fred. Tevebaugh, Contr., 121 N. Topping Ave.

Mo., Kansas City—Garage.—C. A. Kelly, 2916 E. 40th St., will erect 2-story-and-basement 26x52-ft. garage; E. J. Kennaley, Contr., 3412 Washington Ave.

N. C., Greensboro.—Brown-Trexler Motor

Co., capital \$50,000, inceptd. with F. M. Brown, V. L. Trexler, L. Herbin.

S. C., Columbia—Tires, etc.—Carolina Tire & Accessory Co., 2001 Main St., will increase capital from \$50,000 to \$100,000.

Tex., Fort Worth—Garage.—S. C. Cunningham, 709 N. Main St., will erect 2-story garage and offices; \$15,000.

Tex., Houston—Garages.—Morrow Co., capital \$10,000, inceptd. with J. D. Morrow, T. C. Morrow, A. M. Armand.

Tex., Houston—Motors.—Shelor-Barnes Motor Co., capital \$100,000, inceptd. with W. P. Barnes, Mrs. M. Carroll, J. W. Shelor.

Tex., Mexia.—Welch Motor Co., capital \$100,000, inceptd. by F. W. and G. W. Welch, J. H. Sweatt.

### Railway Shops, Terminals, Roundhouses, Etc.

Fla., New Smyrna.—Florida East Coast Ry. Co., H. N. Rodenbaugh, Ch. Engr., St. Augustine, Fla., will enlarge shops and yards.

### Road and Street Construction.

Ala., Birmingham.—Will pave 31 mi. road including Project 1 to 7; sheet asphalt or warrenite wearing surface on concrete or old reconstructed base foundation; bids until Apr. 15; S. R. Batson, County Highway Engr. (See Machinery Wanted—Paving.)

Ala., Birmingham.—Will improve streets including 18th, \$725; Alabama Ave., \$1400; 31st, \$6100; 24th, \$8000; H. S. Ryall, City Clk.

Ala., Birmingham.—Will construct 31 mi. roads; \$1,000,000; invites bids; S. R. Batson, County Highway Engr., 406 Jefferson County Bank Bldg. (Lately noted.)

Ala., Birmingham.—Will construct grading, sheet asphalt or bitulithic, combined curb and gutter, and sidewalk paving under Improvement Ordinance Nos. 70D and 71D; bids opened; Julian Kendrick, City Engr.

Ala., Camden.—Will gravel Catherine-Millers Ferry road; bids until Mch. 16; Pat. M. Dannelly, Wilcox County Judge. (See Machinery Wanted—Road Construction.)

Ala., Mobile.—Let contracts to Hancock Bros. and E. B. Toulmin, at \$141,530.32, for paving 4.7 mi. Old Shell Road and graveling Hall's Mill Road; will issue warrants. Address Mobile County Board of Revenue and Road Comms.

Ark., Augusta.—Will clear right of way, construct road and bridges on 12 mi. line in Woodruff and Monroe counties; bids opened Mch. 4. Address W. T. Trice, Cotton Plant, Arkansas.

Ark., Little Rock.—Will pave Markham and Ridgeway Sts.; construct 10,230 sq. yds. pavement; Portland cement concrete, asphaltic concrete, sheet asphalt, etc.; bids until Mch. 12; T. N. Doyle, Secy. Paving Dist. 274, 275 and 276; Lund & Hill, Engrs., 527 Southern Trust Bldg. (See Machinery Wanted—Paving.)

Fla., Clearwater.—Will rebuild and widen 75 mi. road; vitrified brick, 16 ft. wide; vote in spring on \$1,000,000 bonds. Address Pinellas County Comms.

Fla., Dade City.—Will construct roads; sold \$750,000 bonds. Address Pasco County Comms.

Fla., Daytona.—Will construct 123,000 sq. yds. brick, concrete, asphalt block or bituminous pavements with curb, storm drainage, etc.; bids until Apr. 1; A. Milligan, Mayor; J. B. McCrary Co., Engr., Atlanta, Ga. (See Machinery Wanted—Paving.)

Fla., Jacksonville.—Will pave streets; voted \$100,000 positive and \$150,000 tentative bond issues; John S. Bond, Chrmn. City Comsn. (Lately noted to vote.)

Fla., Lake Worth.—Will construct concrete, reinforced block sidewalks; \$125,000 available; W. B. Eckler, Contr., West Palm Beach, Fla.; E. M. Houghton, Town Clk. (Lately noted.)

Fla., Pensacola.—Will grade 1 mi. road near Pine Barren on Pensacola-Flomaton highway; bids until Mch. 16; H. B. Phillips, Chrmn. State Road Dept., Tallahassee, Fla. (See Machinery Wanted—Road Construction.)

Fla., Perry.—Will pave streets, etc.; 37,000 sq. yds.; \$200,000 available; Hutton Engineering & Construction Co., Contrs., Savannah, Ga.; H. S. Jaulon Engineering Co., Engr., Elberton, Ga. (Lately noted inviting bids.)

Fla., Safety Harbor.—Will construct brick road 16 ft. wide; vote on \$35,000 bonds. Address Town Comms.

Fla., Stuart.—Let contract for sidewalks; \$15,000. Address The Mayor.

Fla., Wauchula.—Will construct sidewalks. Address The Mayor.

Ga., Camilla.—Will pave streets; vote on \$65,000 bonds. Address The Mayor.

Ga., Macon.—Rejected bids on paving 10 mi. Columbus road in Bibb County; S. R. Shi. County Engr., 313 Grand Bldg. (Lately noted inviting bids.)

Ga., Sylvester.—Will pave 2 mi. Sylvester-Albany highway; bids opened. Address Worth County Comms.

Ky., Ashland.—Will construct concrete sidewalks on Washington, Jefferson, 40th and other streets; bids until Mch. 7; W. A. Manning, City Clk. (See Machinery Wanted—Paving.)

Ky., Greenville.—May construct road between Central City and Nortonville, Ky.; \$2,000,000. Address Muhlenberg County Court.

Ky., Hardinsburg.—Let contract to Costello Bros. & Mayes, Knoxville, Tenn., at \$77,000 for 14 mi. Ohio River road from Hardinsburg to Meade County line, Breckenridge County; Joe S. Boggs, State Highway Engr., Old Capitol Bldg., Frankfort, Ky. (Lately noted inviting bids.)

Ky., Hawesville.—Let contract to Hancock Construction Co., Lewisport, Ky., at \$120,000 for 13½ mi. Ohio River road from Hawesville to Davies County line, Hancock County; Joe S. Boggs, State Highway Engr., Old Capitol Bldg., Frankfort, Ky. (Lately noted inviting bids.)

Ky., Paducah.—Let contract to Yaney & Johnson, at \$31,915 for concrete paving on Broadway, at \$6975, concrete paving on Fifth St.; W. M. Mitchell, City Engr.; F. W. Katterjohn, Commr. Public Affairs. (Lately noted inviting bids.)

La., Arcadia.—Will construct 5.2 mi. Gibslan, Mt. Lebanon and Winlock road; 11.17 mi.; Bienville, Sparta and Jamestown and 14.5 mi. Jamestown, Castor, Alberta and Natchitoches roads; bids until Mch. 14; J. S. Williams, Clk. Bienville Parish Police Jury. (See Machinery Wanted—Road Construction.)

La., Gretna.—Will construct 2.4 mi. Gretna-Belle Chase highway; bids until Mch. 29; Frank M. Kerr, State Engr. and Prest. Board State Engrs., 332 Maison Blanche Annex, New Orleans, La. (See Machinery Wanted—Road Construction.)

La., Lake Providence.—Let contract to Nixon Transfer Co., Anniston, Ala., for graveling 20 mi. State highway in East Carroll Parish. Address A. L. Blakemore, Lake Providence.

Md., Baltimore.—Will pave Taney Pl.; will open bids for paving following streets: Maryland Ave. from North to 25th St.; Charles St. from Lombard to Saratoga, and Lombard from Charles to South. Address R. Keith Compton, Chrmn. Paving Comsn., City Hall.

Miss., Indianola.—Will construct gravel

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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highways; 17½ mi.; \$150,000 available; bids until Apr. 1; John M. Harbert Engineering Co., Engr.; W. H. Phipps in charge Dist. No. 1. Lately noted. (See Machinery Wanted—Road Construction.)

Mo., Independence.—Will resurface 5 mi. Independence and Lees Summit roads in Jackson County. Address Fred. Brew.

Mo., Kansas City.—Will pave Prospect Ave. sheet asphalt; bids until Mch. 11; resurface brick paving on Jefferson St.; bids until Mch. 15; reconstruct sheet asphalt; \$22,836.31, 20th St.; bids until Mch. 8. Address Board Public Works.

Mo., Kansas City.—Awarded paving contracts as follows: E. D. Tyner, \$6771.50, pave 15th St., reconstruct sheet asphalt; \$22,836.31, 20th St., sheet asphalt; \$5930.28, 10th St., resurfacing brick with asphaltic concrete; Parker-Washington Co., \$6019.15, Mercer Pl., reconstructing with sheet asphalt; D. T. Bronsahan, \$3109.96, 4th St., reconstructing brick block; James O'Connor & Son, \$18,548.40, Liberty St., brick block; W. C. Mullins Construction Co., \$19,807.98, reconstructing brick block. Address Board Public Works.

Mo., Stockton.—Will grade road and construct culvert in Linn Township; \$20,000 available; bids until Mch. 17. Address State Highway Dept., Jefferson City, Mo. (See Machinery Wanted—Road Construction.)

Mo., West Plains.—Will construct 30 mi. gravel roads; \$400,000 available; Elston, Axon & Russell, Engrs., 404 McDaniel Bldg. (Lately noted.)

N. C., Charlotte.—Will resurface Tryon. Trade and other streets; issue \$50,000 bonds; John M. Wilson, Mayor.

N. C., Clinton.—Will sell \$100,000 bonds for road construction. Address Sampson County Commrs.

N. C., Durham.—Will construct 30,000 to 60,000 sq. yds. pavement; bids until Mch. 17; C. B. Alston, City Clk.; H. W. Kueffner, City Engr. (See Machinery Wanted—Paving.)

N. C., Hertford.—Let contract to F. J. McGuire, Norfolk, Va., to construct asphalt streets; \$75,000; J. B. McCrary Co., Engr., Atlanta, Ga.

N. C., Jefferson.—Let contract to Callahan Construction Co., Knoxville, Tenn., to grade and surface 80 mi. roads with sand and gravel; \$500,000 available; J. G. Bright, Engr. (Lately noted.)

Okla., Bartlesville.—Will construct Bartlesville-Ramona road; \$155,000 Federal aid. Address J. L. Lotz, Chrmn. Washington County Commrs.

Okla., Jennings.—Work has started on the paving of Main St.; other streets will follow. Address The Mayor.

Okla., Muskogee.—Will improve Wall St.; bids opened; W. W. Gilbert, City Clk.

Okla., Okmulgee.—Will construct \$500,000 concrete road between Okmulgee and Beggs; 11 mi. Address Okmulgee County Commrs.

Okla., Walters.—Will construct hard-surfaced roads from Stephens County line on east through Walters, etc. Address Cotton County Commrs.

Okla., Wagoner.—Will construct hard-surfaced highway; vote on bonds in Porter and Gatesville townships. Address Wagoner County Commrs.

S. C., Columbia.—Will construct 14,000 sq. yds. roadway pavement; 7000 lin. ft. combination curb and gutter; 2000 lin. ft. storm drain; bids until Mch. 17; R. J. Blalock, Mayor; W. S. Tomlinson, City Engr. (See Machinery Wanted—Paving.)

S. C., Greenville.—Will construct .855 mi. Howard Gap road; Federal-aid Project 114; \$12,000; bids until Mch. 15; H. P. Dill, Green-

ville County Supvr., Greenville; L. M. Weisiger, Div. Engr., Laurens, S. C. (See Machinery Wanted—Road Construction.)

S. C., Greenville.—Will grade and (topsoil 12 mi. Jones Gap road; bids until May 1; vote Aug. 20 on \$500,000 bonds; H. P. Dill, Greenville County Supvr.; L. M. Weisiger, Div. Engr., Laurens, S. C.

S. C., Hartsville.—Will pave streets; \$300,000; Gilbert C. White, Engr., Durham, N. C.

S. C., Moncks Corner.—Let contract to J. C. Fairey, Orangeburg, S. C., at \$101,000 for 16 mi. Charleston-Moncks Corner Road. Address State Highway Dept., Columbia, S. C. (Lately noted inviting bids.)

S. C., Newberry.—Will pave streets; will invite bids; Sanders & Sweeney, Engrs., Anderson, S. C. (See Machinery Wanted—Paving.)

S. C., Newberry.—Will pave streets; sold \$100,000 bonds; T. J. Johnstone, Secy. Bond Comsn.

Tenn., Johnson City.—Will pave streets; bids about Apr. 1; W. C. Dyer, City Engr.

Tenn., Lenoir City.—Will pave streets in Dist. No. 3, including Broadway, Kingston and other streets; 24,470 sq. yds. paving; concrete, concrete base with asphalt top, etc.; 15,849 cu. yds. grading, etc.; bids until Mch. 8; S. P. Witt, Mayor. (See Machinery Wanted—Paving.)

Tenn., Tazewell.—Will grade and macadamize roads, including 5 mi. Powell's Valley, 10 mi. Iron Works, 5 mi. Quarter, 5 mi. Kincaid Ferry, 2 mi. Days Mill, 2 mi. Cedarfork and 1 mi. Beason roads; bids until Mch. 15; C. R. Fulton, Secy. Claiborne County Commrs. (See Machinery Wanted—Road Construction.)

Tex., Amarillo.—Will construct 7.38 mi. Highway No. 5; 78,032 sq. yds. paving, etc.; 10.29 mi. Highway No. 13 and 33; gravel and clay base; 119,073 cu. yds. paving; bids until Mch. 15; Ray C. Johnson, County Judge; Nagle-Witt Rollins Engineering Co., Engr. (See Machinery Wanted—Road Construction.)

Tex., Amarillo.—Will surface 11.2 mi. Highway No. 5; gravel and clay base; 32,700 cu. yds. gravel; 5130 cu. yds. clay; rock asphalt, bituminous concrete or plain concrete paving, 118,570 sq. yds.; bids until Mch. 15; R. C. Johnson, Potter County Judge; Nagle-Witt Rollins Engineering Co., Engr. (See Machinery Wanted—Road Construction.)

Tex., Breckenridge.—Will pave streets; vote Mch. 22 on \$600,000 bonds. Address The Mayor.

Tex., Childress.—Will construct 10.1 mi. sand-clay road on Highway No. 4; Federal Aid Project 163; N. J. Hathaway, County Judge, Childress; C. L. Hasie Engineering Co., Engr., Amarillo, Tex.

Tex., Coleman.—Let contract to Burks-Firmen & Hart, Comanche, Tex., at \$49,719.30 to construct 6.78 mi. Coleman-Goldbusk road; surface with gravel; Coleman County will furnish gravel; L. G. Matthews, County Judge, Coleman; W. E. Dickerson, County Engr. (Lately noted inviting bids.)

Tex., Comanche.—Will grade 35 mi. Highway No. 10 through Comanche County; \$112,937; F. J. Reese, Comanche County Judge, Comanche; L. D. Park, County Engr., DeLeon, Tex.

Tex., Comanche.—Will construct 18 mi. gravel road on State Highway No. 18, Comanche County; \$278,400; F. J. Reese, County Judge, Comanche; L. D. Parks, County Engr., DeLeon, Tex.

Tex., Denison.—Let contract to Edward C. Baum, Durant, Okla., to construct 40,000 sq. yds. reinforced concrete pavement; \$200,000 available; J. W. Whitehurst, Street Commr.; A. N. Rhamty, Engr. (Lately noted inviting bids.)

Tex., Edna.—Let contract to T. M. Dossey

for repairing State Highway through Jackson County; \$4000; F. A. Gayle, County Engr.

Tex., Fort Worth.—Will construct 140,000 sq. yds. pavement; 6.55 mi.; \$560,000; bids until Mch. 8; D. L. Lewis, City Engr. Lately noted. (See Machinery Wanted—Paving.)

Tex., Henderson.—Let contract to McClung Construction Co., Cleburne, Tex., at \$68,261.54 for 8 mi. Highway No. 26; Rusk County to furnish materials for \$15,558.89; J. T. Watson, County Judge, Henderson; Hess & Skinner, Engrs., Southwestern Life Bldg., Dallas, Tex.

Tex., Hillsboro.—Will construct 14 mi. State Highway No. 31, Hill County; \$51,000 Federal Aid granted; W. L. Wray, Hill County Judge; Bryant & Huffman, County Engrs., Littlefield Bldg., Austin, Tex.

Tex., Lufkin.—Will construct 8 mi. 16-ft. gravel road on Highway No. 35 in Angelina County; \$96,250; John F. Robinson, County Judge; Lamar Acker, County Engr., Nacogdoches, Tex.

Tex., Marshall.—Will construct 10.64 mi. Highway No. 8 from Marshall north to Marion County; surface with gravel; bids until Mch. 15; Geo. A. Duren, County Engr.; W. A. Strength, Harrison County, Judge. (See Machinery Wanted—Road Construction.)

Tex., Marshall.—Will construct 14.29 mi. gravel surfaced road on Highway No. 8; bridges, etc.; bids until Mch. 15; W. H. Strength, Harrison County Judge; Geo. A. Duren, County Engr. (See Machinery Wanted—Road Construction.)

Tex., Montague.—Will construct Highway No. 2-4, Montague County; \$230,30; \$1046.25 Federal Aid granted; W. T. Russell, Montague, County Judge; J. Rutledge Hill, County Engr.

Tex., Newton.—Will construct roads in Precinct No. 4; voted \$100,000 bonds; J. E. Rousch, Newton County Judge.

Tex., Orange.—Will construct 4.9 mi. concrete paved road on Highway No. 3, Orange County; \$272,246.09; \$100,000 Federal Aid granted; E. S. McCarver, County Judge; J. E. Johnson, County Engr.

Tex., Paducah.—Rejected bids on 18.4 mi. Highway No. 4 from Paducah to North Pease River; W. J. Arrington, County Judge; C. L. Hasie Engineering Co., Engr., Amarillo, Tex. (Lately noted.)

Tex., McKinney.—Will improve roads in Dist. No. 19, Collin County, including surfacing North Royle Road; bids until Mch. 15; F. W. Cawthon, County Engr. (See Machinery Wanted—Road Construction.)

Tex., Pecos.—Will construct 11.25 mi. Highway No. 27; surface with gravel; \$49,535.66; J. F. Ross, Reeves County Judge, Pecos; A. J. Adeocks, County Engr., Grand Falls, Tex.

Tex., San Antonio.—Will pave streets, including Cypress, \$1033.68; McCullough Ave., \$28,888.84, and Brooklyn Ave., \$32,156.65. Address City Comsn.

Tex., Sierra Blanca.—May construct 73 mi. State Highway No. 1, Hudspeth County; P. A. Hazzard, County Judge; Herbert Schroeter, County Engr.

Tex., Wichita Falls.—Let contract to Prentice & Potts for 9 mi. concrete roadway between Wichita Falls and Iowa Park; \$200,000. Address Wichita County Commrs.

Va., Graham.—Will improve streets; \$50,000. Address The Mayor.

Va., Lynchburg.—Will pave Church St. between 5th and 13th Sts.; 12,000 sq. yds. brick, sheet asphalt or concrete; rejected bids; construction by city forces; E. A. Beck, City Mgr.; B. A. Bennett, Engr. (Lately noted inviting bids.)

Va., Norfolk.—Plans are being drawn for cutting roads and walkways, etc., to Memorial

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Park; Walter H. Taylor, Director Public Works.

Va., Pulaski.—Will issue \$100,000 road bonds for road construction; E. W. Ogle, Clk. Pulaski County Supvrs.

Va., Richmond.—Will construct 850 ft. concrete pavement, 17 ft. wide, etc.; \$40,000 available; bids until Mch. 7; Allen J. Saville, Director Public Works. Lately noted. (See Machinery Wanted—Paving.)

Va., Rustburg.—Will construct section of Link Rd. in Brookville Dist.; bids until Mch. 21; W. F. Day, County Engr., 703 Church St., Lynchburg, Va. (See Machinery Wanted—Road Construction.)

Va., Staunton.—Let contract to Carpenter, Major Bros. & Co., Clifton Forge, Va., to construct 20 mi. waterbound and penetration macadam road; \$250,000 available; R. W. Moore, Supt., Augusta County Roads; Major Lee, Engr. (Lately noted inviting bids.)

W. Va., Charleston.—Will grade and drain 2 mi. road on north side Elk River; bids until Mch. 15; F. G. Burdette, County Road Engr.; S. E. Childress, Prest., Kanawha County Comms. Lately noted. (See Machinery Wanted—Road Construction.)

W. Va., Logan.—Will grade and drain 7 mi. road from Rum Creek Junction to Taplin; 2 mi. road from Monaville to Switzer; 5 mi. road from Switzer to Stirrat; bids until Mch. 12; T. J. Wysong, Clerk Logan County Court. (See Machinery Wanted—Road Construction.)

W. Va., Martinsburg.—Will construct 29,105 sq. yds. asphalt-macadam and 3136 sq. yds. brick paving on concrete foundation; bids until Mch. 30; John H. Zirkle, Recorder. Lately noted. (See Machinery Wanted—Paving.)

W. Va., Kingwood.—Let contract to Keeley Construction Co., Clarksburg, W. Va., at \$33,636, for road improvement; 35,000 sq. yds. bituminous macadam; J. E. Jenkins, Prest., Preston County Comms.

W. Va., Moundsville.—Will construct 3 mi. Cameron-Poplar Springs road; Green Valley road in Cameron Dist.; road in Meade St.; bids until Mch. 18; J. E. Chase, Marshall County Clk. Lately noted. (See Machinery Wanted—Pipe; Road Construction.)

W. Va., New Martinsville.—Will construct 2 mi. New Martinsville-Wileyville road; 16-ft. hard-surfaced pavement; bids until Apr. 1; G. A. Harman, Wetzel County Clk. (See Machinery Wanted—Road Construction.)

W. Va., Sutton.—Let contract to Lombard & Cunningham, \$57,121.44, 4 mi. Class A road in Salt Lick Dist. Address Braxton County Comms.

W. Va., Wheeling.—Will pave streets of Woodsdale; asphalt over concrete; \$100,000 available; will invite bids. Address City Mgr. Ephlin.

### Sewer Construction.

Ala., Troy.—Contemplates installing sanitary sewer system. Address The Mayor.

D. C., Washington.—Will issue \$375,000 bonds to construct and acquire sewer and water systems within Washington Suburban Sanitary Dist., an area comprising 90 sq. mi. surrounding District; Washington Suburban Sanitary Comsn., Wm. T. S. Curtis.

Fla., Jacksonville.—Will construct drains and sewers; voted \$400,000 positive and \$150,000 tentative bond issues; John S. Bond, Chrmn. City Comsn. (Lately noted to vote.)

Fla., Perry.—Let contract to Hutton Engineering & Construction Co., Savannah, Ga., to construct 12,500 lin. ft. sanitary sewers with manholes and appurtenances; H. S. Jaudon Engineering Co., Engr., Elberton, Ga.;

Seward O'Quinn, Mayor. (Lately noted bids until Feb. 24.)

Fla., Tampa.—Will rebuild brick manhole for sanitary sewer on Platt St. and Hyde Park Ave.; bids until Mch. 8; Chas. H. Brown, Mayor. (See Machinery Wanted—Sewer Construction.)

Md., Baltimore.—Kingsville Development Co., 522 Light St., capital \$10,000, incptd. by Edw. Reynolds, Frank M. Gorsuch and Chas. J. Huber.

Md., Hagerstown.—Will construct 20,000 lin. ft. 8 to 22-in. sanitary sewers, with manholes, foundations and appurtenances; also 20,000 lin. ft. 6-in. house connections; bids until Apr. 5; Hagerstown Sewerage Comsn., E. Leroy Heard, Secy., Police Headquarters Bldg.; J. B. Ferguson, Ch. Engr. (See Machinery Wanted—Sewers.)

Md., Riverdale.—Washington Suburban Sanitary Comsn., Wm. T. S. Curtis, Evans Bldg., Washington, D. C., will construct 22,900 ft. 6 to 15-in. sewers, with house connections, manholes, etc.; estimated cost \$60,000; bids until Mch. 14; Robt. B. Morse, Ch. Engr., Armory Bldg., Hyattsville, Md. Supersedes recent item. (See Machinery Wanted—Sewers.)

Mo., Independence.—Will construct sewage-disposal plant; vote on bonds soon; Wm. McCoy, Mayor; Burns & McDonald, Engrs., 409 Interstate Bldg., Kansas City, Mo.

S. C., Newberry.—Will extend sewer, water and electric-light systems; pave streets; invite bids soon; Sanders & Sweeny, Engrs., Anderson, S. C.; Eugene S. Blease, Mayor. (Lately noted issued bonds.)

N. C., Tarboro.—Plans extending sewer system; cost \$45,000. Address The Mayor.

Okla., Ralston.—Will vote on \$35,000 sewer bonds issue. Address The Mayor.

Tenn., Johnson City.—Will construct sewers and pave streets; bids about Apr. 1; W. C. Dyer, Engr., City Hall.

Tex., Breckenridge.—Will vote Mch. 22 on \$300,000 sewer extension bonds. Address The Mayor.

Tex., Greenville.—Issued \$25,000 bonds for sewer system. Address The Mayor.

Va., Newport News.—Contemplates installing sewers; approximately 10,000 ft. 8 to 27-in. terra-cotta and cast-iron pipe; private plans; R. W. Hunter, Acting Director of Public Works, Municipal Bldg.

Va., Radford.—Contemplates sewer and street-railway improvements; cost \$150,000 to \$200,000; Paul J. B. Murphy, City Engr.; private plans.

### Telephone Systems.

Ala., Rockford.—Ernest Brown has purchased telephone system, will improve plant; reported.

Fla., Tampa.—Peninsular Telephone Co., W. G. Brorein, Prest., will expend about \$250,000 on extensions and improvements for year 1921; have purchased Highland Telephone Co.; contemplate installing 2 additional toll lines between Tampa and Lukeland and one from Lukeland to Mulberry.

N. C., Ashboro.—Randolph Telephone Co., capital \$20,000, organized with K. D. Cox, Mgr., Ramseur, N. C.; consolidation of Ashboro Telephone Co. and Riverside Telephone Co.; plans improving and installing additional lines.

Okla., Meeker.—Meeker Rural Mutual Telephone Co. incptd. by D. M. Fuller, W. C. Fair, both Meeker; J. A. McCown, McLoud, Okla.

Va., Harrisonburg.—Farmers Mutual Telephone Co. increased capital from \$15,000 to \$25,000.

Va., Virginia Beach.—Navy Dept., Bureau

of Yards and Docks, Washington, D. C., will construct additional buildings at naval radio station, including barracks, operating station and 3 steel towers, 150 ft. high; estimated cost \$50,000; bids until Mch. 9.

### Textile Mills.

Ark., Little Rock—Cotton Cloth.—Arkansas Cotton Mills Co., capital \$3,000,000, organized with E. Dalton, Prest., Pocahontas, Ark.; T. W. Campbell, Secy-Treas., Reigler Bldg., Little Rock; will erect and maintain chain of mills to mfr. cotton cloth; contemplates using 10,000 H. P. of hydro-electric power. (Lately noted.)

Ark., Morrilton.—Mattresses, Pads, etc.—Morrilton Cotton Oil Co., capital \$1,200,000, incptd. with J. J. Scroggin, Prest.; W. F. Bridewell, Secy.; J. S. Martin, Treas.

N. C., Cedar Falls.—Hosiery Yarns.—Sapona Cotton Mills, W. J. Armfield, Jr., Secy-Treas., Ashboro, N. C., will construct 3-story spinning plant; capacity 4000 spindles.

Tex., Kingsville.—Yarn.—Company organized with \$300,000 capital by Robt. J. Kleberg, E. W. House and Ben F. Wilson, all of Kingsville; W. D. McNeill and D. H. Jones, both Fayetteville, N. C., in charge of designing and constructing plant; will install paralleling machinery instead of spooler; mfr. 8 to 12-ply yarn.

### Water-Works.

D. C., Washington.—Will issue \$375,000 bonds to construct and acquire water and sewer systems with Washington Suburban Sanitary Dist., an area comprising 90 sq. mi. surrounding district; Washington Suburban Sanitary Comsn., Wm. T. S. Curtis.

Fla., Jacksonville.—Will construct water-works; voted \$100,000 positive and \$100,000 tentative bond issues; Jno. S. Bond, Chrmn. City Comsn. (Lately noted to vote.)

Fla., New Smyrna.—Florida East Coast Ry. Co., H. N. Rodenbaugh, Ch. Engr., St. Augustine, Fla., will construct 3-mi. 8-in. pipe line from pumping station to softening plant at shops; install electric motors; will double water supply capacity to shops and round house; John A. McDace, Detroit, Mich., supervising construction.

Fla., Perry.—Let contract to Hutton Engineering & Construction Co., Savannah, Ga., to construct 10,000 lin. ft. 6 and 8-in. water mains with valves, valve boxes and specials; H. S. Jaudon Engineering Co., Engr., Elberton, Ga.; Seward O'Quinn, Mayor. (Lately noted bids until Feb. 24.)

Ga., Metter.—Let contract to J. B. McCrary Co., Atlanta, Ga., to construct water-works and install pumping system. (Previously noted voted \$35,000 bonds.)

Ga., Metter.—Let contract to J. B. McCrary Co., Atlanta, Ga., to construct water-works and install pumping system; 100,000 gals. daily capacity; contract 12,000 ft. 8-in. and 11,000 ft. 1½-in. pipe, and 60,000 gal. steel tank; install 75 G. P. M. deep well pump; total cost \$35,000.

Ky., Berea.—Berea College let contract to Moynahan & Forbes, Richmond, Ky., to construct dam and storage reservoir; cost \$40,000.

La., Franklinton.—Will construct water-works improvements; install galvanized and cast-iron pipe and fittings, fire hydrants, valves and boxes; construct pumping equipment building, reservoir and elevated tank; bids until Mch. 24; C. J. Gayer, Mayor; Xavier A. Kramer, Const. Engr., Magnolia, Miss. Lately noted. (See Machinery Wanted—Water-works.)

La., Shreveport.—Let contract to Douglas & Anderson, Shreveport, to construct 80x50-ft. brick, stone and steel fireproof pumping-house.

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cost \$95,850; to W. K. Henderson Iron Works, Shreveport, to install 10-ton crane inside pump-house, cost \$2300; to United States Cast Iron Pipe & Foundry Co., Birmingham, Ala., to furnish all pipes and specials, cost \$53,233; to Ludlow Valve Co., Troy, N. Y., for 2 ft. check and gate valves, cost \$3,557.20; to Rensselaer Valve Co., Troy, N. Y., for gate and check valves, cost \$1843; to H. A. Forrest, New Orleans, La., to trench, lay and place water pipe, cost \$19,278; J. N. Chester Engineers, Union Bank Bldg., Pittsburgh, Pa. (Latest noted bids until Feb. 24.)

Md., Barton.—Barton Water & Electric Co., Thos. W. Mawbrey, Secy., will construct 400,000-gal. capacity earth reservoir and dam; cost \$40,000; Alfred M. Quick, Engr., Equitable Bldg., Baltimore, Md.; owner invites bids on pipe, valves and hydrants.

Mo., Brookfield.—Will vote on \$140,000 water-works improvement bonds; E. E. Harper, Engr., 3331 Park Ave., Kansas City, Mo.

Mo., Hardin.—Will vote Feb. 8 on \$30,000 water-works bonds; G. E. Kelso, City Clk.; W. B. Rollins & Co., Engrs., 209 Railway Exchange Bldg., Kansas City, Mo.

N. C., Tarboro.—Plans extending water-works; cost \$15,000. Address The Mayor.

N. C., Wadesboro.—Will install filtration plant; cost \$13,700. Address The Mayor.

N. C., Newberry.—Will extend water, sewer and electric-light systems; pave streets; invite bids soon; Sanders & Sweeney, Engrs., Anderson, S. C.; Eugene S. Blease, Mayor. (Latest noted issued bonds.)

Tenn., Lebanon.—Will install 6-in. diam. water mains on North Cumberland St. Address The Mayor.

Tex., Dallas.—Will vote Apr. 5 on \$450,000 bonds to erect filtration plant at White Rock reservoir; W. J. Powell, Const. Engr.; Geo. D. Fairtrace, City Engr.; F. W. Wozencraft, Mayor. (Latest noted to erect plant.)

Tex., Dallas.—Consolidated Water Co., capital \$30,000, inceptd. by L. D. Pape, R. L. Bromberg and S. M. Leftwich.

Tex., Mineral Wells.—Let contract to Tibbets & Pleasant, Okmulgee, Okla., to complete 1,500,000-gal. plant; construct 4½ mi. 12-in. cast-iron pipe line, 2 pump stations and equipment, filter basins and power line; install four 750 G. P. M. pumps and four 75 H. P. motors; total cost \$200,000; W. W. McClelland, Engr., Mineral Wells; K. McBrayer, Mayor. (Latest noted bids until Feb. 1.)

Tex., Rogers.—Rogers Water-works Co., organized with John B. Durrett, Pres.; L. E. Countess, Secy. (Latest noted inceptd., capital \$60,000.)

Va., Norfolk.—Will erect filter plant; Chas. M. Ashburner, City Mgr.; invites bids soon; Walter H. Taylor, 3d. City Engr., Armory Bldg.

Va., Norfolk.—Plans additional improvements to water-works; complete construction of Lake Prince Reservoir, dam at eastern end, pipe line, pumping station and bridges; cost \$400,000; C. E. Ashburner, Mgr.; Walter H. Taylor 3d, Director of Public Works; Dabney H. Maury, Const. Engr. (Latest noted.)

Va., Roanoke.—Roanoke Water-works Co., Geo. H. Harper, Local Mgr., 110 Kirk Ave., contemplates improving water-works; Francis H. Collins, Engr., 50 Church St., New York.

### Woodworking Plants.

Fla., Palmetto.—Crates, etc.—Palmetto Crate Co. (latest noted inceptd., capital \$100,000) organized with C. E. Gibbens, Secy.-Treas., will erect mill-construction building for mfr. of orange boxes and vegetable containers; install woodworking equipment, boilers, engines, shafting, pulleys, etc.; Fred. Kermode, Archt.

(See Machinery Wanted—Woodworking Machinery; Boilers; Engines; Shafting; Pulleys.)

Md., Baltimore.—Furniture.—Sanitary Baby Bed Co., 3 E. Lexington St., capital \$100,000, inceptd. by Frank E. Welsh, Jr., E. Harvey Peters, Richard E. Preece.

Md., Baltimore.—Chairs.—Fibercraft Chair Co., Charles Irion, Prest., Louisville, Ky., reported to install plant in Maryland Penitentiary.

Md., Baltimore.—Wagons.—Herman Born & Sons, 798 Waesche St., increased capital to \$75,000.

Md., Baltimore.—Boxes, etc.—South Hill Mfg. Co., 37th and Eastern Ave., let contract to erect 1-story 100x150-ft. building costing \$25,000; mfrs. boxes, crates, etc.

Md., Berlin.—Millwork.—Adkins Co., John W. Humphreys, Mgr., will erect building; construction by owners; install resaw, moulder, rip-saw, etc. Latest noted to rebuild burned plant. (See Machinery Wanted—Woodworking Machinery.)

Md., Easton.—Furniture.—Easton Furniture Mfg. Co. increased capital to \$500,000.

N. C., Durham.—Box Shooks, etc.—Cheek-Holton Mfg. Co., J. M. Cheek, Lexington, N. C., in charge, purchased site to erect box-shook plant and planing mill; install mch., etc. (See Machinery Wanted—Power Plant; Woodworking Machinery; Roofing.)

N. C., Mount Airy.—Mantels and Tables.—Mt. Airy Mantel & Table Co. increased capital from \$50,000 to \$300,000.

N. C., Mount Olive.—Crates, etc.—Planters' Mfg. Co. reorganized; increased capital; install mch. for mfr. of barrels, crates, etc.

Tenn., Lebanon.—Wagon Felloes.—Bob Donnell and Alvis Highers, both Alexandria, Tenn., will establish plant for mfr. of wagon felloes; remove mch. from plant in Alexandria.

Tex., Dallas.—Furniture.—Studió of Interior Decoration, H. A. Louvin, Prest.-Mgr., 2900 Main St., successors to S. W. Hudlow Decorating Co.; mfr. furniture of special design.

Va., Roanoke.—Furniture.—Morgan-Eubank Furniture Corp., capital \$10,000, inceptd. with Dan B. Morgan, Prest.; J. W. Eubank, Secy.

Va., Burnsville.—Furniture.—Feeney Furniture & Supply Co. organized with T. I. Feeney, Prest.-Mgr.; C. M. Heater, V.-P.; R. H. Kidd, Secy.; R. F. Reed, Treas. (Latest noted inceptd., capital \$40,000.)

### Fire Damage.

Ala., Birmingham.—Bowers & Dolbs Mfg. Co.'s box plant; loss \$23,000.

Ala., Selma.—Selma University; loss \$25,000.

Ark., Pine Bluff.—W. W. Jones' 2 residences; Matti Hampton's 3 residences; loss \$25,000.

Fla., Arcadia.—Peace River Hotel. Address The Proprietor.

Fla., Manatee.—Manatee Crate Co.'s drying-room.

Fla., Brooksville.—Southern Club, owned by Mr. and Mrs. Judd Q. Lloyd; loss \$15,000.

Fla., Madison.—Phillips Bros.' sawmill; loss \$12,000 to \$15,000.

Fla., St. Petersburg.—Central Lumber & Milling Co.'s plant; loss \$30,000.

Ga., Atlanta.—Royal Cotton Products Co.'s warehouse.

Ga., Atlanta.—Diamond Disc Shop at 9 Alabama St.

Ga., Atlanta.—Stewart-Werner Service Station, 399 Peachtree St., owned by J. L. Dickey; loss \$15,000.

Ga., Cadwell.—Cadwell Mercantile Co.'s store, owned by Dr. A. T. Coleman, Dublin; loss \$10,000.

Ga., Crawford.—Dr. W. R. King's and James Bradberry's residences and the Nowell Hotel; total loss \$20,000.

Ga., Girard.—A. J. Sneed's residence at 700 Eighth Ave.

Ga., Savannah.—Atlantic Turpentine & Pine Tar Co.'s plant; loss \$250,000.

Mo., St. Louis.—Joseph Smith Furniture Co.'s warehouse at 921-29 N. 6th St.; loss \$20,000.

Miss., Armory.—E. Mize's dry goods store.

Miss., Canton.—Dr. O. R. Force's residence.

Miss., Natchez.—Natchez Mfg. Co.'s pickery department; loss, including cotton, several thousand dollars.

Miss., Pascagoula.—Pascagoula Chronicle; Jones & Watkins' drug store; Jones Shoe Store; C. E. Chidsey's residence; W. Cowgill's tailor shop, etc.; estimated loss \$75,000.

Miss., Pascagoula.—Pascagoula Chronicle; Olympia Restaurant; Jones & Watkins' drug store; Jones Shoe Store; C. E. Chidsey's residence; loss \$75,000.

Miss., Rome.—McPherson & Co.'s building, loss \$15,000; I. M. Jusco's building, \$15,000; Silbey Hotel.

Mo., Scooba.—Johnson Lumber Co.'s electric-light plant; loss \$4000.

N. C., Biltmore.—Clarence E. Barker Memorial Hospital wing; loss \$50,000.

N. C., Danbury.—Davis Chapel Methodist Church, five miles from Danbury. Address The Pastor.

N. C., Grandin.—Dr. Hill Carter's residence.

N. C., Kinston.—Sand Hill School. Address Lenoir County Board of Education.

N. C., Northwikesboro.—Mont Wellborn's residence in Elk township.

N. C., Reddies River.—John L. Whittington's residence.

N. C., Rocky Mount.—Atlantic Coast Line R. R. Hospital; loss \$50,000; J. E. Willoughby, Ch. Engr., Wilmington, N. C.

N. C., Salisbury.—W. S. Watson's residence near the Walker Lumber Co.

Okla., Dillard.—Dillard Hotel. Address The Proprietor.

S. C., Chesterfield.—Lucas Automobile Co.'s building; loss \$35,000.

S. C., Union.—G. B. Barron's garage.

Tenn., Chattanooga.—Dr. B. W. Damon's residence on North Crest Rd., Missionary Ridge.

Tenn., Cornersville.—High School; loss \$10,000. Address Board of Education.

Tenn., Tiptonville.—Geo. R. Hobson's buildings, occupied by Human & Gobora and others; total loss, \$40,000.

Tex., Breckenridge.—Colonial, California, Stephens, Grand and Central hotels; Maybell Apartments, loss \$40,000; National Theater; Richardson & Miller's filling station; Bass Oil Co.'s filling station, loss \$30,000.

Tex., Bryan.—Bohemian Hall in Semeta community.

Tex., Fredericksburg.—Ernest Wilke & Son's electric-light plant; loss \$30,000.

Tex., Meridian.—Meridian College dormitory; loss \$25,000. Address The President.

Tex., Ferris.—J. E. Pratt's residence; loss \$7,000.

Tex., New Waverly.—D. R. Hardy Co.'s, Whitley & Co.'s and New Waverly Drug Co.'s stores; New Waverly Bank Bldg.; loss \$40,000.

Tex., Putnam.—Clement & Clement Merchandise Co.'s store; Henry Orr Restaurant; loss \$20,000.

Tex., Sulphur Springs.—Pogues Cotton Gin, loss \$10,000.

Tex., Wichita Falls.—Sheds and office of Neil P. Anderson compress.

# BUILDING NEWS

## BUILDINGS PROPOSED

### Apartment-Houses.

Ala., Mobile.—Baird-Durham Construction Co., Atlanta, will erect St. Charles Apartments at Charles and Government Sts.; cost \$200,000; 6 stories; 43 suites.

D. C., Washington.—Harry A. Kite, 1514 K St. N. W., will erect \$90,000 apartment-house at 17th and E. Capitol Sts.; main building, 25x36 ft.; rear building, 10x16 ft.; tile and frame; slate roof; hardwood floors; hot-water heat; electric lights; hollow fireproof tile; A. H. Sonnemann, Archt.; construction by owner. (Lately noted.)

Fla., Daytona.—Dr. Peter Garside will erect apartment-house on Grandview Ave. between Main and Harvey Sts.; owner superintends construction.

Fla., Vero.—Dr. J. H. Creek, Terra Haute, Ind., will erect 2-story apartment-house; 16 rooms; stucco; 40x60 ft.

Okla., Henryetta.—John Dorsey will erect \$60,000 apartment and store building; 2 stories; brick and cut stone; 10 suites; 2 stores; 50x185 ft.; Wm. Schulze, Archt., 2009 W. North Ave., Chicago.

Tex., Houston.—Lewis Fitcher will erect \$52,000 apartment house at Holman and Travis Sts.; 2 stories; brick veneer.

Va., Norfolk.—Philip B. Moser is architect for 2-suite apartment-house on Westover Ave.

W. Va., Charleston.—Edward Hess purchased property on Upper Virginia St. and is considering erecting apartment-house.

W. Va., Huntington.—Dan A. and Rolland C. Mossman will erect 2-story apartment house at 5th St. and 13th Ave.

### Association and Fraternal.

Ala., Birmingham.—American Legion, Elbert Jemison, H. R. Terry and others, plans to erect \$75,000 building.

Ala., Birmingham.—Young Men's Hebrew Assn., Simon Klotz, Prest., will erect \$125,000 building at 7th Ave. and N. 18th St.; 3 stories. (Lately noted.)

Ga., Athens.—Ancient Free and Accepted Masons, W. F. Dorsey, Chrmn., E. C. Paine, Secy. of Comm., will erect \$80,000 temple.

La., New Orleans.—Grand Lodge of Louisiana, A. F. & A. M., John A. Davilla, Grand Secy., will erect \$3,000,000 temple at St. Charles and Perdido Sts.; steel frame; brick; limestone face; marble finish; 18 stories; erect half of building and when completed erect other half; Samuel Stone, Jr., Archt., L. & L. & G. Bldg. (Previously noted.)

N. C., Kinston.—Shrine Club, Fred. I. Sutton, Prest.; Dr. Mercer Parrott, V.-P., and other Masonic organizations will erect temple.

Okla., Claremore.—Elks' Lodge plans to erect building.

S. C., Charleston.—Charleston Lodge of Elks will erect \$15,000 home at Folly Beach.

S. C., McClellanville.—Ancient Free and Accepted Masons plan to erect building.

S. C., Spartanburg.—Salvation Army will erect home.

W. Va., Beckley.—Raleigh County Memorial Association of American Legion will erect \$250,000 memorial building; 114x140 ft.; reinforced concrete; Indiana limestone; central structure with 2 wings; memorial hall, assembly-room to seat 300, billiard-rooms, bowling alleys, libraries, lecture-rooms, gymnasium, shower baths, swimming pool, locker-

rooms, etc.; Richard M. Bates, Jr., Archt., Huntington; G. C. Beckner, Chrmn. of Comm.

W. Va., Charleston.—Beni Kedem Shrine, Geo. E. Sutherland, Chrmn. Bldg. Comm., will erect \$650,000 mosque on Kanawha St. near Brooks; 3 stories and basement; 213x225 ft.; auditorium seat 2500; C. W. & G. L. Rapp, Archts., 69 W. Washington St., Chicago.

### Bank and Office.

Ark., Mountain Home.—Peoples Bank will erect building; native stone; bank fixtures.

Ark., Springdale.—J. S. Ewalt Realty Co. will erect brick real estate office.

Fla., Miami.—Miami Beach Bank & Trust Co. will erect building at Alton and Lincoln Rds., Miami Beach.

Ga., Atlanta.—Federal Reserve Bank will erect \$500,000 extension on Marietta St.; more than double capacity of present building; provide frontage of 180 ft.; 3 stories and basement; exterior of Georgia marble; extend all mechanical equipment; install individual heating plant to take care of present and future extensions; first floor to be occupied by executive department and various officers in large open space; A. Ten Eyck Brown, Archt., Forsyth Bldg.; plans ready for estimates about Apr. 15.

Ky., Lebanon.—Marion National Bank will erect \$50,000 building; C. C. and E. A. Weber, Archts., Miller Bldg., Cincinnati, O.

Ky., Louisville.—Mammoth Life & Accident Insurance Co. will erect \$27,000 addition to building at 422-24 S. 6th St.

Ky., Maysville.—Farmers and Traders Bank will erect \$35,000 building on 2d St., near Market St.; C. C. and E. A. Weber, Archts., Miller Bldg., Cincinnati, O. (Lately noted.)

Ky., Middlesboro.—Yellow Creek Coal Co. will erect \$50,000 office and apartment building; C. C. and E. A. Weber, Archts., Miller Bldg., Cincinnati, O.

Ky., Richmond.—Citizens National Bank will erect \$40,000 building; C. C. and E. A. Weber, Archts., Miller Bldg., Cincinnati, O.

La., New Orleans.—F. G. Cotton and B. C. McClella will erect \$15,000 office building at Tulane Ave. and S. White St.; Francis J. McDonnell, Archt., Commercial Bank Bldg.; construction by owners.

Md., Baltimore.—Philip S. Morgan & Co., 11 E. Lexington St., will erect 6-story office building at Park Ave. and Franklin St.; ornamental brick, concrete and steel; fireproof; 44x96 ft.; cost about \$100,000; Stanislaus Russell, Archt., 11 E. Lexington St.; bids opened next week.

Md., Baltimore.—Baltimore Branch of Federal Reserve Bank of Richmond, Morton M. Prentis, Mgr., purchased site at Calvert and Lexington Sts. and is having preliminary plans drawn for building.

Okla., Okmulgee.—Commerce Investment Co., Richard Gill, Secy., will erect \$400,000 office building; 7 stories and basement; 50x140 ft.; reinforced concrete; composition roof; tile, cement and wood floors; steam heat; city lights; 2 passenger and 1 freight electric elevators; hollow fireproof tile; ornamental terra cotta; interior tile; metal doors; vaults; wire glass; mail chutes; vault lights; ventilators; steel sash and trim; Smith, Rea, Lovitt & Senter, Archts., 303-45 Parkinson Bldg., receive bids until Mch. 28. (Lately noted.)

Tenn., Clarksville.—First Trust and Savings

Bank, G. W. Kimbaugh, V.-P., will remodel building at Third and Franklin Sts.; 1 story; 24x120 ft.; brick; Marr & Holman, Archts., 70 Stahlman Bldg., Nashville.

Tenn., Jamestown.—Bank of Jamestown, W. L. Wright, Prest., will erect \$15,000 building; 1 story and basement; 46x27 ft.; stone; Manley & Young, Archts., Maple Hurst Park, Knoxville.

Va., Norfolk.—National Bank of Commerce is considering erecting addition to 13-story building at Main and Atlantic Sts.

Va., Richmond.—Davis Bros., Inc., purchased site at 11th and Bank Sts. and are reported to erect 10-story office building.

Va., Richmond.—Church Hill Bank will erect \$40,000 addition to building at 25th and Broad Sts.

### Churches.

Ala., Birmingham.—Hueytown Baptist Church will erect \$10,000 tile and stucco veneer building. Address The Pastor.

Ala., Birmingham.—Fifth Avenue Presbyterian Church, U. S. A., Rev. Dr. J. M. Broady, Pastor; W. M. Crosby, Chrmn. Comm., will erect \$250,000 building.

Ala., Luverne.—Baptist Church will erect \$36,000 brick building. Address The Pastor.

Ala., Luverne.—Methodist Church will erect \$40,000 brick building on First St. Address The Pastor.

Fla., Daytona.—Mission Episcopal Church, Dr. Robert McKay in charge, will erect building at Grandview and Ora Sts.

Fla., Ocala.—Methodist Church, Geo. Taylor, Chrmn. Bldg. Comm., will erect \$40,000 addition; 35x90 ft.; brick; tile roof; hardwood, pine and concrete floors; furnace heat; electric lights; hollow fireproof tile; metal ceilings; plaster board; interior tile; rolling partitions; wire glass; ventilators; steel sash and trim; Melver Co., Archt.; C. W. White, receives bids until Mch. 1. (Lately noted.)

Fla., Plant City.—Baptist Church, J. E. Knight, Chrmn. Bldg. Comm., will receive bids until Mch. 22 at office of Wells & Sons Co. to erect building; plans and specifications from same office; H. L. Cain, Archt., Richmond, Va. (Previously noted.)

Fla., Perry.—Episcopal Church will erect building. Address The Rector.

Fla., Pompano.—Baptist Church plans to erect building. Address The Pastor.

Ga., Atlanta.—Peachtree Road Presbyterian Church, Rev. F. D. Stevenson, Pastor; M. L. Thrower, Treas. Bldg. Comm., will erect \$50,000 building at Peachtree Rd. and Matthews Ave.; 2 stories; irregular octagon shape; Chas. H. Hopson, Archt.

La., Lafayette.—Methodist Church, J. J. Davidson, Secy., plans to erect building.

Md., Baltimore.—Waverly M. E. Church will erect \$60,000 church and Sunday-school building; 32x112 and 45x80 ft.; stone; slate roof; wood, concrete and composition floors; steam heat, \$5000; rolling partitions; Heacock & Hokanson, 1218 Chestnut St., Philadelphia, Pa., and Roy G. Pratt, American Bldg., Baltimore, Asso. Archts.; bids opened about Mch. 20.

Md., Salisbury.—Bethesda Methodist Protestant Church, Rev. R. L. Shipley, Pastor; Fredk. P. Adkins, Chrmn. of Comm., will erect \$100,000 building at North Division and West William Sts.

Mo., St. Louis.—Evangelical Church of the Redeemer will erect \$75,000 building at Kingshighway and Gravois Ave. Address The Pastor.

N. C., Gastonia.—First Baptist Church, Rev. W. C. Barrett, Pastor; W. Hugh Wray,

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



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Chrmn. Bldg. Comm.; will erect building at Franklin Ave. and South St.

N. C., Greensboro.—Building Comm., E. Sternberger, Chrmn., will erect Jewish synagogue, Florence and Wainman Sts., Fisher Park; brick and concrete; tile roof; hardwood and concrete floors; steam heat; ornamental terra cotta; interior tile; Hobart B. Upjohn, Archt., 456 Fourth Ave., New York. (Previously noted to cost \$75,000.)

N. C., East Spencer.—Christ Lutheran Church will erect building on Earnhardt St. Address The Pastor.

N. C., Raeford.—First Presbyterian Church, J. W. Johnson, Chrmn. Bldg. Comm., rejected bids to erect brick building; 3 stories and basement; stone trim; slate roof; electric lights; fan system of heat and ventilating; cost \$75,000; G. G. Sayre, Archt., Anderson, S. C. (Lately noted.)

Okla., Duncan.—First Methodist Church, J. W. Jackson, Chrmn. Bldg. Comm., will erect \$50,000 church and Sunday-school building; auditorium seat 1500; T. L. Brodie, Archt., Birmingham, Ala. (Lately noted.)

S. C., Greenville.—Buncombe Street Methodist Church, Rev. C. C. Herbert, Pastor, will expend \$15,000 to \$20,000 to improve building.

S. C., Greenville.—Israel Colored Church will erect \$20,000 building on Calhoun St. Address The Pastor.

Okla., Henryetta.—Christian Church will erect building. Address The Pastor.

Tenn., Chattanooga.—Southern Methodist Church of Ridgedale, Rev. E. N. Woodward, Pastor, will erect \$30,000 church and Sunday-school building; brick; auditorium to seat 500.

Tenn., Kingsport.—First M. E. Church, Rev. E. O. Woodyard, Pastor, will erect \$50,000 building; 1 story; brick and stone; Grose-venter Atterbury, Archt., 20 W. 43d St., New York.

Tenn., Orlinda.—Baptist Church will erect church and parsonage, lately noted; cost \$40,000; 80x50 ft.; brick; slate roof; hardwood floors; steam heat; electric lights; rolling partitions; Dougherty & Gardner, Archts., Nashville; bids received until Mch. 15 by V. E. Crocker. (See Machinery Wanted—Rolling Partitions; Seating; Heating Plant; Art Glass.)

Tex., Amarillo.—First Baptist Church will erect addition to building; Sunday-school rooms, clubrooms and gymnasium. Address The Pastor.

Tex., Amarillo.—Polk Street M. E. Church will erect addition to building. Address The Pastor.

Tex., Amarillo.—Central Presbyterian Church will erect addition to building. Address The Pastor.

Tex., Austin.—First Methodist Church, R. W. Finley, Chrmn. Bldg. Comm., will erect \$200,000 building; Sanguinet & Staats, Archts., Fort Worth. (Lately noted.)

Tex., Port Arthur.—Trinity Methodist Church contemplates erecting building. Address The Pastor.

Tex., Fort Worth.—Broadway and College Avenue Baptist churches will erect tabernacle. Address The Pastors.

Va., Petersburg.—Market Street M. E. Church, G. S. Wright, Chrmn. Bldg. Comm., will erect \$300,000 building on S. Sycamore St.; seat 1200; Russell Edward Mitchell, Archt., Paul-Gale-Greenwood Bldg., Norfolk; Ingalls Stone Co., Bedford, Ind., contractor for stone work at \$80,000. (Previously noted.)

Va., Portsmouth.—Elm Avenue Methodist Church will enlarge building. Address The Pastor.

Va., Winchester.—United Brethren Church,

Rev. Geo. W. Stover, Pastor, will erect \$20,000 building; 55x87 ft.; brick; slate roof; hardwood and concrete floors; electric and gas lights; metal ceilings; rolling partitions; ventilators; architect not selected. (See Machinery Wanted—Brick; Cement; Mill Work; Seating; Church Equipment; Movable Partitions.)

Va., Winchester.—United Brethren Church, Rev. Geo. W. Stover, Pastor, will erect building.

W. Va., Bluefield.—Alex. B. Mahood, Archt., 701 Law & Commerce Bldg., will receive bids until Mch. 5 to erect tabernacle.

W. Va., Clarksburg.—Ash Chapel M. E. Church, Broad Oaks, will erect \$30,000 addition; tile and tapestry brick; 40x60 ft.; Edw. J. Wood, Archt.

W. Va., Martinsburg.—United Brethren Church plans to erect building. Address The Pastor.

### City and County.

Ga., Savannah.—Will expend \$16,000 to improve market; construct floors in basement, install corridors, close areaways, etc. Address The Mayor.

N. C., Black Mountain.—Fire Station.—Fire Dept., R. E. Currier, Chief, will erect \$8000 fire station on Asheville Rd.; 25x50 ft.; brick; metal roof; wood floors; Dougherty, Greene & Co. will probably receive contract. (Lately noted.)

Okla., Oklahoma City.—Will repair City Hall lately noted burned. Address Tom Harvey, Bldg. Commr.

Tex., Houston.—Will erect \$35,000 to \$40,000 bandstand at Hermann Park; C. L. Brock, P. O. Box 1492, Supt. of Parks; J. C. McVea, Park and City Engr., City Hall.

W. Va., Martinsburg.—Hose Co. No. 5, W. W. Westphal, Prest., will receive bids until Mch. 29 to erect engine-house; plans and specifications at residence of C. E. Kent, N. Queen St.

### Courthouses.

N. C., Fayetteville.—Cumberland County, John A. Martin, Chrmn. of Board of Commissioners, will erect \$400,000 courthouse and jail; Milburn, Heister & Co., Archts., Union Savings Bank Bldg., Washington, D. C.

S. C., St. George.—Dorchester County, M. S. Connors, Secy. Courthouse and Jail Commission, will erect addition to courthouse; Chas. C. Wilson, Archt., 804 Palmetto Bldg., Columbia. (Lately noted.)

### Dwellings.

Ala., Birmingham.—Lide Land Co., Inc., will erect 4 dwellings on Caldwell Terrace; ultimate plans provide for 12; cost \$5000 each; 7 rooms; rock and frame; asphalt composition shingle roof; oak and concrete floors; hot-air or Arcola heating system; interior tile; Roland L. Lide, Archt.; construction by owner. (See Machinery Wanted—Heating Plant.)

Ark., Camden.—James Matthews purchased lot on Madison St. and plans to erect residence.

Fla., Belle Air.—Mr. King will erect residence; S. H. Grove, Archt., Daytona.

Fla., Daytona Beach.—Fuquay & Gheen will erect 3 bungalows.

Fla., Daytona Beach.—E. D. Tupper will erect residence.

Fla., Daytona Beach.—J. J. Adkins will erect residence.

Fla., St. Cloud.—F. M. Mauk purchased property at Kentucky and 12th Sts. and plans to erect 4 cottages.

Ga., Macon.—J. M. Bass purchased property on Virginia Ave. and plans to erect two 6-room bungalows.

Ky., Louisville.—Henry Gould will erect \$11,000 residence at 2146 Baringer Ave.; brick veneer; 1½ stories.

La., New Orleans.—Dr. S. K. Simon purchased lot on State St. near St. Charles Ave. and plans to erect residence.

La., New Orleans.—Bacchi & DeMontluzin will erect 16 bungalows in Gentilly Ter.

La., New Orleans.—Carson Oil Co., Chicago, to operate in Louisiana as Petroleum Export & Import Corp., will erect number of residences in connection with new community.

La., New Orleans.—Casper Prima, 1600 Frenchman St., will erect residence and store; \$17,897; hollow tile; composition and tile roof; wood and concrete floors; gas-steam heat; hollow fireproof tile; Jones & Roessle, Archts., Maison Blanche Bldg.

Md., Arnold.—The Pines Co., L. G. Turner, Central Savings Bank Bldg., will erect 50 frame cottages in connection with development on Severn River; cost \$1000 or more each; asphalt shingle roof; plaster board; Turner Architectural Service, Archt., Central Savings Bank Bldg.

Md., Baltimore.—Mueller Construction Co., Gunther Bldg., will erect four 2½-story frame dwellings at 3400 block University Pl.; cost \$20,000.

Miss., Indianola.—Faison Smith will erect \$15,000 residence; 11 rooms; stucco; tile roof; oak, yellow-pine and asbestos floors; warm-air heat, \$400; city lights; J. Rice Scott & Co., Inc., Archts., Greenville. (Lately noted.)

Mo., Aurora.—Sam Curry will erect \$12,000 residence; Hawkins & Hoener, Archts., Springfield.

Mo., Aurora.—C. L. N. Haines will erect \$10,000 residence; Hawkins & Hoener, Archts., Springfield.

Mo., Aurora.—T. A. Miller will erect \$18,000 residence; brick and frame; Hawkins & Hoener, Archts., Springfield.

Mo., Hollister.—Claud Williams will erect number of cottages at Camp Ideal, on Lake Taneycome.

Mo., Kansas City.—B. L. Hoffman will erect \$40,000 residence on Holmes St.; Italian type; Greenebaum, Hardy & Schumacher, Archts.

Mo., Kansas City.—Ernest M. Daniels, 3629 Harrison Blvd., will erect \$40,000 residence at 56th St. and State Line Rd.; English type.

Mo., Kansas City.—W. M. Matthews purchased property at 56th St. and Bellview, in Sunset Hill, and will erect \$50,000 brick colonial residence.

N. C., Asheville.—First Baptist Church will erect parsonage. Address The Pastor.

N. C., Charlotte.—C. S. Oakley, Pineville, plans to erect 20 dwellings in Dilworth; lately noted; 7 and 8 rooms; frame; composition roof; oak and rift pine floors; metal ceilings; hot-air heat; electric lights. (See Machinery Wanted—Woodworking Machinery.)

N. C., Greensboro.—W. L. Callum will erect two \$5000 residences on Fisher Ave. and one \$3000 residence on Charles St.; 5 rooms.

N. C., Greensboro.—T. H. Sellars will erect \$15,000 residence at Carolina St. and Bessemer Ave.; 2 stories; brick and frame; 8 rooms.

N. C., Winston-Salem.—A. D. Parks purchased lot on Beaumont Ave., Westdale development, and plans to erect residence.

N. C., Winston-Salem.—Home Builders' Co. inceptd. with capital stock of \$125,000; S. C. Ripple, T. A. M. Stevenson and F. Pool Holleman, incorporators.

N. C., Winston-Salem.—Miriam Crosset plans to erect residence in Westdale development; Mr. Machine, Archt.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Okl., Tulsa.—J. D. Simmons will erect \$15,000 2-story brick residence at 132 Elgin St.  
S. C., Charleston.—Standard Oil Co. will erect 12 dwellings; cost \$3800 each.

Tenn., Dandridge.—Col. Alfred R. Swann, R. F. D., Dandridge, will expend \$35,000 to rebuild burned residence; 2 stories and basement; brick and stone; Hentz, Reid & Adler, Archts., Atlanta.

Tex., Houston.—Walter Mensing will erect \$14,000 residence; brick veneer; 2 stories; 8 rooms.

Tex., Dallas.—Albert Dines will erect \$10,000 residence; 7 rooms; brick veneer; shingle roof; hardwood floors. (Lately noted.)

Tex., San Antonio.—T. H. Jarrell will erect 5 five-room dwellings and store on Fourth St.

Va., Norfolk.—Walter C. Maher will erect residence at the Beach; Meredith Bros., low bidders at \$13,775.

Va., Radford.—W. H. Painter will erect several dwellings; cost \$4000 each; 8 rooms; 30x30 ft.; slate and asphalt shingle roof; wood floors; pipeless furnaces; electric lights; plans drawn.

Va., Radford.—George Reed will erect residence.

W. Va., Bluefield.—E. W. Francisco plans to residence in Glenmont addition.

W. Va., Bluefield.—W. H. Rumburg will erect residence on Wallace St.

W. Va., Bluefield.—T. H. Glaggett plans to erect residence in Glenmont addition.

W. Va., Bluefield.—A. L. Hawkins plans to erect residence in Glenmont addition.

W. Va., Morgantown.—New England Fuel & Transportation Co. is reported to erect 700 dwellings at Lowesville.

W. Va., Princeton.—W. J. Elliott will erect residence on Hale Ave.

W. Va., Sutton.—Elk Lumber Co., R. M. Johnson, F. M. Barnett, B. P. Hall and others will erect number of dwellings.

W. Va., Sutton.—A. Lee Roy McCoy and William McCoy plan to erect residences in North Sutton.

W. Va., Wolf Summit.—Wolf Summit Coal Co. will erect about 200 miners' dwellings.

### Government and State.

Okl., Shawnee—Postoffice.—Treasury Dept., Jas. A. Wetmore, Acting Suprv. Archt., Washington, D. C., will receive bids until Mch. 17 to erect postoffice; drawings and specifications from custodian of site or office of Supr. Archt.

### Hospitals, Sanitariums, Etc.

Ky., Dawson Springs.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., will receive bids until Mch. 23 for construction complete, except mechanical equipment, of power-house for Public Health Service Sanatorium; plans and specifications at office of Supervising Archt.

Tex., Dallas.—North Texas Conference M. E. Church South, Dr. W. J. Johnson, Chrmn. Hospital Comsn., will erect \$1,000,000 hospital; fireproof; details not determined. (Previously noted.)

Tex., Kerrville.—State Legislature passed bill providing appropriation of \$1,500,000 for establishment and erection of sanatorium for tubercular veterans of World War; Dr. Guy O. Shirley, Texas Commander American Legion, Fort Worth.

W. Va., Bluefield.—Bluefield Sanitarium will erect addition to building; double capacity of present structure; fireproof; completed building, 110x42 ft.; additional story to present building; A. B. Mahood, Archt.

### Hotels.

Ark., Springdale.—J. S. Hart, Arcade Hotel, will erect 1-story building for cafe; brick; glass front.

Fla., Live Oak.—C. J. Martin, Miami, plans to erect 4-story fireproof hotel.

Fla., Tampa.—B. H. Bostain purchased Majestic Hotel and will expend \$10,000 to remodel; enlarge cafeteria, improve store fronts, etc.; plans later to add 65 rooms to hotel by erecting several additional stories on adjoining building.

Fla., Tallahassee.—Tallahassee Hotel Co. organized with \$150,000 capital; erect 4 or 5-story building; concrete; Edwards & Sayward, Archts., Atlanta. (Lately noted.)

Fla., West Palm Beach.—Dr. R. G. Swartz is president of company to erect inn at South Palm Beach; 3 stories; fireproof; 80 guest-rooms; cost \$200,000.

Ga., Augusta.—M. W. Partridge and others will incorporate \$250,000 hotel company and erect 100-room addition to Partridge Inn.

Mo., Kansas City.—Boys' Hotel, A. O. Thompson, 18th and Waldron Sts., will erect \$100,000 assembly hall and swimming pool; 4 stories and basement; 44x89 ft.; brick; stone and terra-cotta trim; C. B. Sloan, Archt., 321 E. 11th St.

Okl., Henryetta.—Barkley Morgan will erect hotel and office building; 7 stories; 140x140 ft.; 40-ft. foyer; brick and stone; Carl Boller & Bro., Archts., Ridge Bldg., Kansas City, Mo., will supervise construction. (Lately noted.)

Okl., exhoma.—H. C. Coats and others will erect \$75,000 hotel; 2 stories and basement; 75x140 ft.; brick; stone trim; Glen H. Thomas, Archt., Caldwell Murdock Bldg., Wichita, Kan.

S. C., Columbia.—L. T. Lester, Jr., plans to remodel old Agricultural Hall on Main St.; erect 6-story hotel on front of building and construct theater in rear; cost \$350,000 to \$400,000; also construct stage and install \$20,000 pipe organ in Rivoli Theater.

Tex., Amarillo.—E. O. Thompson will erect 5-story Hotel Amarillo at Polk and 3d Sts.; 180x140 ft.; reinforced concrete, faced with brick; 250 guestrooms, 16 commercial-rooms, roof garden, laundry, ice-making plant, garage and coffee-room. (Previously noted.)

Va., Richmond.—Murphy Hotel Corp. will erect \$10,000 addition to hotel at 8th and Broad Sts.

W. Va., Montgomery.—Faymont Hotel Corp. chartered; \$150,000 capital; J. F. Morgan, L. Burke O'Neal, H. Lane, H. C. Skaggs, R. M. Holstine, all Montgomery; S. P. Campbell, Longacre, incorporators.

W. Va., Mullens.—Matz Cafenet Co., L. A. Joffe and others, Bluefield, purchased Wyoming Hotel and will erect 2 additional stories to 5-story fireproof structure; 30 rooms; convert dining-room into cafenet.

### Miscellaneous.

Ala., Laverne.—Resort.—M. M. Bentley, Brantley, Ala., and Judge Chas. R. Bricken, Montgomery, are reported to improve Mineral Springs Resort; Kline Bentley, Laverne, Mgr.

Fla., Bradentown.—Clubhouse.—Woman's Club contemplates erecting clubhouse on Ware's Creek.

Miss., Laurel.—Clubhouse.—Laurel Country Club ineptd. with \$60,000 capital by Chas. Green, Wallace B. Rogers, J. F. Calhoun and others.

N. C., Charlotte.—Clubhouse.—Hawthorne Lane Methodist Church, J. B. Ivey, Chrmn. Bldg. Comm., will erect community clubhouse on Hawthorne La.; 40x80 ft.

N. C., Hickory.—Library.—Hickory Commu-

ity Club, Rotary Club and American Legion are promoting erection of \$20,000 library.

Tenn., Chattanooga.—Clubhouse.—Mountain City Club will erect 2-story brick addition to building on Chestnut St.; cost \$60,000, including furnishings; C. E. Bearden, Archt.

Tex., Fort Worth.—Clubhouse.—First Christian Church, Rev. L. D. Anderson, Pastor, will erect 7-story women's clubhouse; site 50x100 ft.; gymnasium, swimming pool and laundry in basement; roof garden; cost \$200,000, including furnishings.

Tex., Houston.—Clubhouse.—Mothers' Club, Mrs. E. C. Murray, Prest., will erect \$50,000 clubhouse.

Va., Danville.—Fair.—Fair Association will rebuild exhibition halls.

Va., Portsmouth.—Restaurant.—E. J. Hickford leased 3-story building at 332 Granby St. and will expend \$40,000 to \$50,000 to alter and equip for restaurant.

### Railway Stations, Sheds, Etc.

Tex., Fort Worth.—Texas & Pacific R. R., E. F. Mitchell, Ch. Engr., Dallas, contemplates improvements and additions to terminal facilities, to include freight house, additions to shops and new yards.

Tex., Yoakum.—San Antonio & Aransas Pass, Ry. Co., L. Andrews, Ch. Engr., will not erect second-story addition to freight station as lately reported.

### Schools.

Ala., Anniston.—City, W. P. Acker, Prest. Board of Education, will erect high school; Edw. Fournier Billie, Archt.; D. R. Murphy, Supt. of Education. (\$250,000 bonds previously noted to erect high and grammar schools.)

Ala., Bay Minette.—Building Committee, W. D. Stapleton, Chrmn., will receive bids until Mch. 22 to erect high school; plans and specifications at Baldwin County Bank Bldg., obtainable at office Mr. Stapleton.

Ala., Selma.—Selma University will rebuild 3-story brick structure noted burned af loss of \$25,000. Address The President.

Fla., Callahan.—Florida Vocational School ineptd.; J. A. Carpenter, Prest.; W. A. Johnson, V.-P.; O. T. Weaver, Secy.

Fla., Port Orange.—School District No. 7 votes Mch. 25 on \$30,000 bonds. Address Board of Education.

Fla., Tallahassee.—Florida Agricultural and Mechanical College will erect \$25,000 dormitory to replace lately noted burned structure; 50x100 ft.; brick; tin roof; pine doors; electric lights; Edwards & Sayre, Archts., Address W. H. Howard.

Fla., Vero.—City is considering election on \$30,000 bonds to enlarge school building. Address Board of Public Instruction.

Ga., Athens.—City plans to vote on \$200,000 school bonds. Address The Mayor.

Ga., College Park.—City, W. W. Bateman, Mayor, plans to vote latter part of March on \$50,000 school bonds.

Ky., Marion.—Board of Education will erect grade school; brick; slate roof; oak floors; steam heat; electric lights; plans to issue \$20,000 bonds. (Lately noted.)

Ky., Thruston (R. D. from Owensboro).—Davies County Board of Education, John L. Graham, Supt., will open bids Mch. 10 to erect school for consolidated district, including Reeds, Thruston, Mt. Vernon, Rose Hill, Wrights and Seven Hills; brick; 2 stories and basement; 10 classrooms; auditorium to seat 500; gymnasium; cost \$30,000; plans and specifications at office C. W. Kimberlin, Archt., Odd Fellows Bldg., Owensboro. (Lately noted.)

Ky., Williamsburg.—Cumberland College, A.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

R. Evans, will erect dining hall; 1 story; 60x150 ft.; R. F. Graf & Son, Archts., 607 Arnstein Bldg., Knoxville, Tenn.

Miss. Moorhead.—City voted \$50,000 bonds to erect grammar school; bids for construction opened Mch. 11. Address The Mayor.

Mo., Galena.—School Board will erect addition to school building; stone; cost \$15,000; Hawkins & Hoener, Archts., Springfield.

Mo., Kansas City.—Kansas City National Training School for Deaconesses and Missionaries, Anna Neiderheiser, Prest., will erect school, 15th and Denver Sts.; 3 stories and basement; 50x50 ft.; brick and reinforced concrete; fireproof; stone trim; Shepard & Wisner, Archts., 302 R. A. Long Bldg.

Mo., Maryville.—Board of Education will receive bids until Mch. 25 to erect \$75,000 high-school annex.

N. C., Albemarle.—City voted \$65,000 bonds to erect school to replace previously noted burned structure and improve other schools. Address The Mayor. (Lately noted.)

N. C., Ashboro.—City will probably vote first of May on bonds to erect school and auditorium, also teacherage. Address Board of Education.

N. C., Carrboro.—Bldg., Comm., A. H. Carr, Chrmn., receives bids at office Durham Hosiery Mills until Mch. 10 to erect school; drawings and specifications at office Chas. C. Hook, Archt., Charlotte, and office Mr. Carr.

N. C., Henderson.—Board of School Trustees, J. C. Kittrell, Chrmn., will erect school; brick; steam heat; electric lights. (Previously noted to have voted \$100,000 bonds for additional schools and improvements.)

N. C., Lincolnton.—City votes Mch. 29 (extended date) on \$200,000 school bonds as follows: Site for high school, \$10,000; high school and equipment, \$150,000; Third Ward school ground and equipment, \$15,000; colored school ground and equipment, \$20,000; repairs to present buildings, \$5,000. Address Board of Education. (Lately noted.)

N. C., Lumberton.—Lumberton School Trustees plan election on \$30,000 bonds to erect building.

N. C., North Charlotte.—School Board, Plummer Stewart, Chrmn., Charlotte, will receive bids until Mch. 15 to erect 4-room primary school; plans and specifications at office Supt. of Schools, City Hall, Charlotte, and office Chas. C. Hook, Archt., Trust Bldg., Charlotte.

N. C., Oxford.—School Board, C. G. Credle, Secy., will erect school; bids opened Mch. 14; separate bids for heating and plumbing; drawings and specifications at office Frank B. Simpson, Archt., Raleigh, and office School Board. (Lately noted.)

N. C., Smithfield.—Smithfield Graded School Dist. voted \$300,000 bonds; will sell \$20,000 to erect 20-room high school and colored school; C. C. Hook, Charlotte, Archt. for high school. (Lately noted.)

N. C., Snow Hill.—Snow Hill School Dist. Trustees sold \$59,000 of \$75,000 bond issue to erect and equip school.

N. C., Winston-Salem.—Slater Normal and Industrial School, Prof. S. G. Atkins, Principal, plans to erect boys' dormitory; fireproof.

Okla., Bliss.—School districts Nos. 65, 66 and 72 will consolidate and erect school at Bliss. Address School Dist. Trustees.

Okla., Enid.—Garfield County Board of Education will erect \$40,000 school; 2 stories and basement; 52x67 ft.; brick and reinforced concrete; stone trim; R. W. Shaw, Archt.

Okla., Lenapah.—Board of Education, Dist. No. 1, will erect \$40,000 school; 2 stories and basement; 84x53 ft.; brick; stone trim; com-

position roof; C. A. Henderson, Archt., Coffeyville, Kans.

Okla., Muskogee.—Bacon University, B. D. Weeks, Prest., will erect Samuel Richard Hall; Tudor style; brick; cut-stone trim; fireproof; 3 stories with tower, 4 stories; administration offices, manual-training rooms, agricultural rooms, physics laboratory, domestic science department, 13 classrooms, music-rooms, chemical laboratory, etc.; cost \$100,000; also erect boys' and girls' dormitories to cost \$50,000 to \$100,000 each; Chas. W. Dawson and T. E. Basham, Asso. Archts. (Lately noted.)

Okla., Milton.—Board of Education, J. L. Lewis, Chk., will erect 4-room school; 1 story and basement; brick; stone trim; shingle roof; M. T. Hardin, Archt., Muskogee.

Okla., Shulter.—Board of Education will erect high school; brick; stone trim; composition roof; M. T. Hardin, Archt., Muskogee.

Okla., Wewoka.—Board of Education, W. N. Stokes, Secy., will erect school; 1 story and basement; brick; stone trim; composition roof; Weathers Co., Archt., 1006 Oil Exchange Bldg., Oklahoma City.

S. C., Spartanburg.—City Board of Education, E. S. Tennent, Chrmn., will receive bids until Mch. 15 to erect high school; 3 stories; 208x160 ft.; "T" shape; hollow fireproof tile; metal doors; steel sash and trim; reinforced concrete, brick and terra cotta; tar and gravel roof; hardwood, tile and marble floors; steam heat; ventilators; cost \$280,000 complete; G. Lloyd Preacher & Co., Archts., Healey Bldg., Atlanta, Ga.; following contractors estimating: King Lumber Co., Charlottesville, Va.; Palmer-Spivey Construction Co., Augusta, Ga.; Griffin Construction Co., Arthur Tufts Co., H. S. Roberts Co., Southern Ferro-Concrete Co., H. K. Ferguson Co., all Atlanta, Ga.; Parks & Co., Chattanooga, Tenn.; Artley Co., Savannah, Ga.; E. A. Fonda, Fiske-Carter Constr. Co., both Greenville; Haynesworth & Lawton, Florence, S. C.; Bryson & Webber, Willard Boggs Co., both Spartanburg; A. J. Krebs & Co., Shelverton Construction Co., both Atlanta, Ga.; T. S. Moody, Chattanooga, Tenn. (Lately noted.)

S. C., Blythewood.—Board of Trustees, School Dist. No. 23, Brooks Brown, Chrmn., will erect 2-story brick school; bids until Mch. 10 at office Lafaye & Lafaye, Archts., Loan and Exchange Bank Bldg., Columbia.

S. C., Clover.—School Dist. No. 37 votes Mch. 9 on \$40,000 bonds to erect school; J. Fitch Pursley, Jas. A. Page and W. T. Beamguard, Trustees. (Lately noted.)

Tex., Dallas.—Board of Education petitioned Board of Commrs. for election in April on \$500,000 bonds for school sites, additional buildings and improvements.

Tex., Harlingen.—Ind. School Dist. votes Mch. 13 on \$40,000 school bonds. Address Board of Education.

Tex., Keene.—Southwestern Junior College will erect \$75,000 building to replace structure lately noted burned; 48x150 ft.; brick and hollow fireproof tile; wood block floors, cement in basement; plaster board; metal ceilings; steam heat; electric lights; F. J. Galbraith, Archt., Slaughter Bldg., Dallas. Address W. E. Nelson, Supt. of Construction.

Tex., Saratoga.—Saratoga Independent School Dist. plans bond issue to erect school building; 16 rooms and auditorium. Address Dist. School Trustees.

Tex., Snyder.—Snyder Independent School Dist. voted \$75,000 bonds to erect high school; Neely Squires, Supt. of Schools. (Lately noted.)

Tex., Gatesville.—State Board of Control, S. B. Cowell, Chrmn., will receive bids until Mch. 15 to remodel and erect addition to Industrial Building at State Juvenile Training School,

not including plumbing and wiring; plans and specifications at office of C. H. Page & Bro., Archts., Austin.

Va., East Radford.—City plans to vote on \$90,000 bonds to erect school in West Ward; high school west of Connolly's Run, to include auditorium, gymnasium, etc.; erect addition to high school in East Ward, and repair other schools. Address School Board. (Previously noted.)

Va., Roanoke.—School Board, D. W. Persinger, Chrmn., contemplates erecting 3 schools to be located in Belmont, South Roanoke and Norwich; cost \$275,000.

Va., West Point.—Board of Education will erect 10-room-and-auditorium school; 1 story; brick; cost \$60,000.

W. Va., Bridgeport.—Board of Education, District of Simpson, J. B. Supler, Prest., ordered election on Mch. 22 for \$72,000 bonds to supplement \$30,000 contributed by Independent School Dist. of Bridgeport to erect joint high-school building; brick; stone trim; semi-fireproof; 2 stories and basement; 14 classrooms and laboratories; auditorium to seat 600; gymnasium, manual training and agricultural departments in basement; S. W. Ford, Archt., Lafayette Bldg., Clarksburg. (Lately noted.)

W. Va., Philippi.—Broadus College, J. Goodloe Jackson, Prest., will receive bids until Mch. 31 to erect gymnasium; 70x90 ft.; plans and specifications at office J. Wood & Son, Archts., Clarksburg. (Previously noted.)

W. Va., Kingwood.—Board of Education, Carleton C. Pierce, Prest., will receive bids until Mch. 19 (extended date) to erect school building; separate proposals for construction as whole or any subdivision of structure, bidder to supply all material; for construction alone, material supplied by Board, and for necessary materials for completing structure; plans and specifications at office Board of Education, Journal Bldg., Kingwood, and office R. M. Bates, Jr., Archt., First Natl. Bank Bldg., Huntington. (Lately noted.)

W. Va., Richwood.—Richwood Independent School Dist., C. E. McFadden, Secy., will receive bids until Mch. 14 to erect gymnasium, 45x70 ft., heating plant included; brick; 2 stories and basement; cost \$50,000; plans and specifications at High School; L. J. Dean, Archt., Foster Bldg., Huntington. (Lately noted.)

## Stores.

Ark., Lead Hill.—Pumphrey & Hancock will erect store building.

Fla., Jacksonville.—Groover-Stewart Co., F. C. Groover, Prest., will erect 3-story and basement building at Market and Forsyth Sts.; 90x150 ft.; 60,000 sq. ft. floor space; reinforced concrete; Greeley & Benjamin, Archts.

Fla., Palmetto.—J. W. Shepherd will erect business block on Main St.; 2 stories; reinforced concrete; first floor, 3 storerooms; second, apartments.

Fla., Sebring.—Geo. E. Sebring will erect \$21,000 store and apartment building; 40x125 ft.; 2 stories; brick walls; tile trimmings; composition roof; wood Spanish-tile floors; electric lights; M. Leo Elliott, Archt., Tampa; day labor. Address Owner.

Fla., Winter Park.—Union State Bank will erect 2-story building on Chapman Ave. for stores for W. H. Schultz and Jas. Sigler; "L" shape.

Mo., Hollister.—F. C. Salisbury will erect stone business building on Main St.

N. C., Asheville.—S. I. Blomberg will rebuild store building on Pack Square; steel frame; Smith & Carrier, Archts.

N. C., Charlotte.—Bostick Candy Co. will



erect store building on West Palmer St.; cost \$18,000.

N. C., Greensboro.—McLellan Stores Co. will expend \$12,000 to remodel and repair building at 232-4 S. Elm St.

Okla., Enid.—J. B. Ferguson will rebuild Commerce Bldg. lately noted burned; 100x100 ft.; fireproof; hollow fireproof tile; interior tile; composition roof; concrete and hardwood floors; metal ceilings and doors; wire glass; mail chutes; steel sash and trim; electric elevator; cost \$250,000. (See Machinery Wanted—Elevator.)

Okla., Tulsa.—R. T. Daniel will erect 3-story brick building on E. Third St.; cost \$55,000.

S. C., Greenville.—Mrs. A. C. Ferguson will erect \$15,000 store and apartment building; 2 stories and basement; 26x80 ft.; brick; Ryno & Brackney, Archts., Henson Bldg., Knoxville, Tenn.

Tenn., Johnson City.—C. E. Cargille will erect \$25,000 store; 2 stories and basement; brick; stone trim; D. R. Beeson, Archt., Harr Bldg.

Tenn., Lebanon.—J. G. Grisham of Builders' Supply Co. will erect store building at Park Ave. and E. Spring St.

Tex., Fort Worth.—Mrs. J. P. Hill will erect \$13,000 building at 204 Jennings St. for stores and assembly hall.

Tex., San Antonio.—R. T. Pruitt plans to erect several stores at Navarro and Market Sts.

### Theaters.

Fla., Orlando.—Barney Beachem will erect motion-picture theater; seating capacity 1600.

Md., Baltimore.—Joseph Castelberg of J. Castelberg & Son purchased Kafe Kaluna, Madison Ave., near North Ave., and will expend about \$100,000 to convert into motion-picture theater; seat 1100; install front, concrete floors, gallery, heating, lighting and ventilating; E. G. Blanke, Archt., 532 N. Calvert St.; bids received in 5 or 6 weeks.

Mo., Springfield.—Barbour Booking Offices, Muskogee, Okla., will expend \$40,000 to remodel theater; 2 stories and basement; Carl Boller & Bro., Ridge Bldg., Kansas City, Mo., and Heckenlively & Mark, Landers Bldg., Springfield, Associate Architects.

Okla., Oklahoma City.—Rialto Theater, J. H. Hartman, Mgr., will remodel building at 121 W. Grand Ave.; seating capacity 500; cost \$10,000.

Okla., Tulsa.—A. C. Sinclair and Clifford Hastings are reported to erect \$250,000 theater; 3 stories; 100x150 ft.; fireproof; seating capacity 1600.

Va., Danville.—Southern Amusement Co., John Pryor and others, will erect theater and 3 stores on Main St.; theater to seat 2000; stores, 2 stories; third floor for auditorium or concert hall; total cost \$250,000.

Va., Richmond.—Broadway Amusement Co., John Pryor, Danville, and others, are reported to erect \$600,000 moving-picture theater at 7th and Broad Sts.; C. K. Howell, Atlanta, Ga., probable architect.

Va., Norfolk.—Jas. Joe and Andrew Williams, 57 Chesapeake Ave., South Norfolk, will erect \$20,000 moving-picture theater; 1 story; 30x110 ft.; brick; terra-cotta trim.

W. Va., Beckley.—Beckley Theater Incptd. with \$250,000 capital by E. L. Ellison, Mrs. Grace Ellison, G. C. Hedrick, Ethel M. Hedrick, Mr. and Mrs. E. C. Minter.

### Warehouses.

Fla., Tampa.—Logan Bros. will erect \$10,000 brick storage warehouse at 310 N. Willow Ave.; M. Leo Elliott, Archt.

Ga., Cartersville.—Cartersville Bonded Ware-

house Co. chartered; \$21,500 capital; W. A. Dodd, L. P. Lewis, H. Lee Smith, H. H. Milam and Hugh Gilreath, incorporators.

Ky., Louisville.—Jos. Dinkelspiel will erect 4-story warehouse at 515 W. Main St.; cost \$15,000.

Mo., Kansas City.—Monarch Transfer Co., 31st and Michigan Aves., will erect warehouse; 6 stories and basement; 50x95 ft.; brick and terra-cotta; stone trim; composition roof; C. B. Sloan, Archt., 321 E. 11th St.

Tenn., Trenton.—Craddock & Stallings, Humboldt, will erect sweet-potato warehouse, 25,000 to 30,000 bu. capacity; also plan to erect canning factory.

Tex., El Paso.—American Railway Express Co. plans to erect warehouse.

Va., Lynchburg.—Consolidated Textile Co., 11 Thomas St., New York, will erect \$40,000 storage warehouse; 2 stories; brick; J. E. Sirrine & Co., Archts., Greenville, S. C.

## BUILDING CONTRACTS AWARDED

### Apartment-Houses.

Fla., Tampa.—W. P. Hodnett will erect \$33,000 apartment-house; 2 stories; 38x175 ft.; frame and stucco; composition shingle roof; wood floors; gas heat; electric lights; M. Leo Elliott, Archt.; Shields Bros., Contrs. (Lately noted.)

La., New Orleans.—Apartment House Corp. will erect \$14,000 apartment-house at Broadway and Cohn St.; A. L. Smith, Contr.

N. C., Durham.—E. H. Powe will erect 3-story apartment-house; cost \$41,200; 42x71 ft.; brick and stone; slag roof; pine and terrazzo floors; steam heat, \$5000; electric lights and elevators; Milburn, Heister & Co., Archts., Union Savings Bank Bldg., Washington, D. C., and Durham; I. G. Lawrence, Contr., Durham. (Lately noted.)

Va., Norfolk.—G. W. Stidham will erect \$18,000 apartment house; 2 stories; 22x60 ft.; brick and frame; composition roof; wood floors; steam heat, \$1000; C. W. Beard, Contr., 121 14th St. (Lately noted.)

W. Va., Williamson.—Harry Schwachter will erect \$16,000 apartment house; 4 suites; brick; McKeller Constr. Co., Contr.

### Association and Fraternal.

Fla., Tampa.—Consistory No. 1, Scottish Rite Masons, will erect \$135,000 cathedral, previously noted; 3 stories; 105x105 ft.; face brick; terra-cotta cornice and trim; wood and tile floors; gas-steam heat; electric lights; M. Leo Elliott, Archt., Curry Bldg.; Chas. T. Friend, Contr. on cost plus basis. (See Machinery Wanted—Ventilating System.)

Tex., El Paso.—Young Men's Christian Association, S. J. Brient, Gen. Secy., will erect \$12,200 auto school annex to central building, 508 Oregon St.; paper roof; wood floors; H. G. Ponsford, Contr. (Lately noted.)

### Bank and Office.

Ala., Birmingham.—First National Bank will install 5 elevators; cost \$135,000; Kester & Hecht, Contrs., Chicago; Bagby Elevator & Electric Co., Birmingham representatives.

Ky., Middlesboro.—National Bank of Middlesboro will erect \$60,000 building; 25x100 ft.; 2 stories; Bedford stone; composition roof; tile, cement and wood floors; steam vacuum heat; C. C. and E. A. Weber, Archts., Cincinnati, O.; J. C. Simons, Contr., Maysville, Ky.; material purchased.

### Churches.

Ark., Newport.—Presbyterian Church, Rev. C. A. Raycond, Pastor, will erect church and Sunday-school building; brick and stone; auditorium seat 300; William Bengel, Contr.

Fla., Tampa.—First Baptist Church will erect \$250,000 church and Sunday-school building at W. Lafayette and Plant Aves.; 1 story and basement; 130x150 ft.; brick and stone; Jas. J. Baldwin, Archt., Anderson, S. C.; Chas. M. Hart, Asso. Archt., 12 44th St., New York; Logan Bros., Contrs., Tampa. (Lately noted.)

Md., Baltimore.—Sacred Heart Church, Foster and Third Aves., will expend \$30,000 to complete interior decorating and refinishing work; Henry T. Sorrell & Son, Contrs., 1334 N. Gilmer St.

N. C., Charlotte.—Calvary Methodist Church, Rev. J. A. Sharp, Pastor, will erect \$30,000 building in 1200 block Mint St.; R. S. Rankin, Contr., Mt. Holly. (Lately noted.)

Tenn., Fountain City.—Methodist Episcopal Church South, Rev. R. A. Kelley, Pastor, will erect \$28,000 annex; F. E. Hicks, Contr.

Tenn., Nashville.—Central Presbyterian Church, D. C. Peglar, Chrmn. Bldg. Comm., will erect \$70,000 building at McCallie St. and Orchard Knob; 2 stories; 65x116 ft.; W. H. Sears, Archt., 85 James Bldg.; Geo. Becking & Sons, Contrs., 925 James Bldg. (Previously noted.)

### Dwellings.

La., Monroe.—J. C. Steele will erect 18 one-story frame cottages; 3 rooms; cost \$11,700; J. R. Patterson, Contr.

Md., Baltimore.—John Henry Skeen, Equitable Bldg., will erect \$10,000 residence on Walnut lane, Cedarcroft; 3 stories; brick and hollow tile; Walton Co., Inc., Contr., Hollen road.

Mo., St. Louis.—Paul Jones Realty Co. will erect 6 bungalows in Virginia Park; Charles Lund and William Higbee, Contrs.

N. C., Ashboro.—C. C. Cranford will erect \$30,000 stone residence; T. J. Lassiter, Contr.

N. C., Elkin.—C. G. Armfield is erecting frame residence lately noted; 26x40 ft.; wood roof; hardwood floors; vapor heat; electric lights; plaster board; interior tile; steel sash and trim; C. B. Franklin, Contr. (See Machinery Wanted—Heating Plant.)

N. C., Winston-Salem.—E. F. Le Grand will erect 7-room stucco residence on West End Blvd.; C. Gilbert Humphreys, Archt.; Fogle Bros., Contrs.

S. C., Easley.—J. R. Wyatt will erect \$12,000 residence lately noted; 40x46 ft.; brick; metal-shingle roof; oak and pine floors; hot-air heat, \$350; interior tile; E. A. Moving, Archt., Contr. (See Machinery Wanted—Tile.)

Tex., Dallas.—Power Investment Co. will erect 9 dwellings on Irvin St.; 4 rooms; frame; cost \$1300 each; 26x28 ft.; shingle roof; pine floors; A. S. Childers, Contr. (Lately noted.)

Va., Norfolk.—I. T. Van Patten is erecting \$15,000 residence in Algonquin Park; Meredith Bros., Contrs.

W. Va., Bluefield.—Frank S. Easley will erect \$30,000 residence; stone; slate roof; oak floors; hot-water heat; hollow fireproof tile; metal ceilings; A. B. Mahood, Archt., Larkin Williams, Contr.

### Government and State.

Tenn., New Market.—Postoffice.—W. E. and S. P. Minnis will erect postoffice building.

## Hospitals, Sanitariums, Etc.

Ga., Atlanta.—Piedmont Sanatorium Co., Capitol Ave. and Crumley St., will erect \$85,000 sanatorium; 4 stories; reinforced concrete; W. W. Griffin, Contr. (Previously noted.)

Miss., Yazoo City.—Yazoo City Hospital will erect \$75,000 building in Lintonia; Wm. Norford, Contr.

## Hotels.

W. Va., Clarksburg.—Dr. T. E. Gore, Gore Hotel, will erect 4-story addition; 23x24 ft.; brick and hollow tile; built-up roof; concrete and hardwood floors; ventilators; steel sash and trim; steam heat; electric lights; Albert Breternitz, Archt., Fordyce Bldg.; A. L. Shrum Co., Contr. Address Dr. Gore. (Lately noted.)

## Miscellaneous.

Md., Baltimore.—Clubhouse.—Lithuanian Hall Assn., Ambrose Laukaitis, Chrmn. Bldg. Comm., 855 W. Lombard St., will erect clubhouse and hall at Hollins and Parkin Sts.; 3 stories; 60.5x137 ft.; brick and terra-cotta; cost \$100,000; Stanislaus Russell, Archt.; Harry W. Johnson Co., Contr.; both 11 E. Lexington St. (Previously noted.)

N. C., Winston-Salem.—Grandstand.—Twin City Athletic Co. will erect grandstand and bleachers; each to seat 1500; E. A. Fonda, Contr., Greenville, S. C., and Charlotte. (Lately noted.)

S. C., Charleston.—Pavilion.—Folly Beach Corp. will erect \$40,000 pavilion; 2 stories; soundproof partitions; dance hall on second floor; bathrooms, showers and dressing-rooms on first; L. D. Long & Co., Contrs.

Tex., Laredo.—M. Little will erect 7-story-and-basement hotel adjoining Hamilton Hotel; reinforced concrete and stone; 125 rooms with bath; cost \$250,000; also rebuild Hamilton Hotel; lower floor for stores; second and third floors for bedrooms; L. V. Jambers, Contr.

Va., Virginia Beach.—Bathhouses.—Sea Pines Improvement Corp. will erect reinforced concrete bathhouses and store building; cost \$25,000; Neff & Thompson, Archts., Seaboard Bank Bldg.; R. R. Richardson & Co., Contrs., both Norfolk. (Lately noted.)

## Schools.

Ark., Dermott.—Southeast Baptist Academy will erect \$44,000 4-story brick administration and dormitory building to replace structure lately noted burned; Tri-State Construction Co., Contr., Memphis, Tenn.

Fla., Mt. Dora.—School Board will erect high school; cost \$21,860; C. L. Close, Contr., Travares.

Mo., Leadwood.—Board of Education, T. R. Tolleson, Secy., will erect \$50,000 high school; 2 stories and basement; 36x128 ft.; brick; stone trim; J. H. Felt & Co., Archts.,

800 Grand Ave. Temple, Kansas City, Mo.; McCarthy Construction Co., Gen. Contr. and electric work; Gilmore Plumbing & Heating Co., plumbing and heating; both St. Louis. (Lately noted.)

N. C., Fairmont.—School Board, Geo. H. Cole, Chrmn., will erect \$100,000 school building; 2 stories and basement; brick; sand-

N. C., Hickory.—Board of Aldermen of Highland will erect \$49,500 grade and high school; 63x130 ft.; brick; asbestos roof; double floors, concrete in basement; cast-iron foundation; wood sash; ventilators; electric lights; steam heat, \$9000; L. R. Link, Archt.; Elliott Building Co., Contr. (Lately noted.)

stone trim; composition roof; electric lights; fan-furnace heat and ventilation; ventilated plumbing; C. Gadsden Sayre, Archt., Anderson, S. C.; Anderson Hunter Construction Co., Contr., Danville. (Lately noted.)

N. C., Graham.—City, P. A. Holt, Clk., will expend \$50,000 to remodel and improve public school; A. B. Nicholson & Son, Contrs. (Lately noted.)

N. C., Selma.—School Board, W. B. Crompton, Supt., will erect fireproof school; Joe W. Stout & Co., Inc., Contr., Sanford; sold \$175,000 bonds to erect building. (Previously noted.)

Okla., Canton.—Board of Education, G. Nordquist, Secy., will erect \$20,000 school; 1 story and basement; 62x68 ft.; Weathers Co., Archt., 1006 Oil Exchange Bldg.; A. F. Stewart Construction Co., 1213 First Natl. Bank Bldg., both Oklahoma City.

Okla., Crowder.—Board of Education will erect high school; brick; stone trim; composition roof; M. T. Hardin, Archt., Muskogee; W. E. Vorhees, Contr., McAlester. (Previously noted.)

Va., Leesburg.—School Board will erect \$75,000 high school; 64x153 ft. with auditorium 65x75 ft.; brick walls; metal frames; concrete foundation; Barrett roof; maple floors; steam heat; electric lights; G. R. Ragan, Archt., Terry Bldg., Roanoke; C. C. Montgomery, 1240 Dale Ave. S. E. and T. J. Davis, Contrs., Roanoke. Address Mr. Montgomery. (Lately noted.)

Va., Norfolk.—City School Board, Richard A. Doble, Div. Supt., Bankers' Trust Bldg., will erect 12-room annex to James Madison School at Lamberts Point; brick; wood floors; cost \$70,000; Neff & Thompson, Archts., Seaboard Bank Bldg.; Baker & Brinkley, Contrs. (Lately noted.)

## Stores.

Mo., Kansas City.—G. W. Tourteloke will erect \$10,000 store building; 1 story and basement; 50x80 ft.; Tarbett & Tornall, Archt., 507 Republic Bldg.; Chas. E. St. John, Contr., 3129 Kensington St.

N. C., Asheville.—Chas. E. Hughes & Co. will erect building on Broadway; 2 stories; 23x75 ft.; L. L. Merchant, Contr.

Tenn., Chattanooga.—E. D. Abercrombie will

expend \$10,000 to remodel building on East Main St.; Rock City Construction Co., Contr.

Tex., Sweetwater.—Ed. Sinnott and O. A. Bennett will erect 2 brick stores, 37½x106 ft.; Jas. Davidson, Contr.

Tex., El Paso.—W. J. Fewel will erect \$24,000 building; 1 story; 100x140 ft.; brick; composition roof; pine floors; stoves; electric lights; A. R. Fritch, Archt., Address Mayfield Building & Improvement Co., Contr., 219 Texas St. (Lately noted.)

Tex., Poth.—Wm. Eckel, R. J. Woellert and First National Bank will erect \$25,000 building for hardware store, drug store and bank; 100x82 ft.; brick; metal roof, ceilings and doors; pine floors; vaults; Delco lights; C. A. Moeller, Contr., New Braunfels. (Lately noted.)

Tex., Sweetwater.—O. A. Bennett and Ed. Sinnott will erect 2 brick buildings; 37½x100 ft.; Jas. Davison, Contr.

Va., Danville.—A. C. Conway will rebuild structure lately noted burned; cost \$12,000; L. B. Flora, Contr.

Va., Norfolk.—Lowenberg-Goodman Corp., 127 Granby St., will erect store on Granby St. between Tazewell St. and College Pl.; 84x115 ft.; 45 ft. high; steel and reinforced concrete and brick veneer; cost \$166,000; Peobles & Ferguson, Archts., Law Bldg.; E. W. Minter & Co., Contrs. (Lately noted.)

Tenn., Knoxville.—J. V. Ledgerwood will erect \$40,000 building at 415 Wall Ave. for music store; 25x150 ft.; 2 stories; brick; hardwood floors over concrete; terra-cotta trim; steam heat; display windows; studios and recital hall on second floor; R. F. Graf & Sons, Archt.; Worsham Bros., Contrs.

## Theaters.

N. C., Shelby.—Enos and Zeb Beam, Princess Theater, will erect \$75,000 to \$100,000 theater on S. Lafayette St.; seating capacity 2400; 50x200 ft.; require 500,000 brick, 120,000 to 140,000 ft. lumber, 700 yds. sand; plate glass and marble; steam heat; typhoon ventilating system; electric fixtures; Louis H. Asbury, Archt., Charlotte; Cicero Lutz, Contr. for brick work; E. M. Auten, carpenter work.

## Warehouses.

Fla., Tampa.—N. Geracl & Co. will erect 75x200 ft. addition to warehouse and cold-storage plant, 24th St. and 6th Ave.; brick and concrete; brick; cost \$40,000; B. E. Oatley, Contr.

Va., Norfolk.—Lesner, Nichols & Baldwin will erect building for warehouse; 13,000 sq. ft. for E. V. White & Co.; \$16,000; 13,000 sq. ft. floor space; brick and hollow fireproof tile; tar and gravel roof; hardwood and concrete floors; interior tile; metal doors; plaster board; ornamental terra-cotta; rolling partitions; wire glass; steel sash and trim; vault lights; ventilators; steam heat, \$3000; electric lights; plans by owner; Meredith Bros. Constr. Co., Contr., 503-4 Monroe Bldg. (Lately incorrectly noted at Va., Richmond.)

# MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Art Glass.**—V. E. Crocker, Orlinda, Tenn.—Prices on art glass windows for church.

**Automobiles.**—John L. Buquor, 508 Trust Bldg., El Paso, Tex.—Prices on light 5-passenger automobile and roadster bodies; quote prices less upholstery in quantities; prices on complete automobile chassis, 4 or 6-cylinder motor; quote quantity price; also single chassis for test.

**Bags.**—American Mica Co., Canton, Ga.—Cotton bags, size 18x40 in., for sacking finely ground, dusty material.

**Bars (Iron or Steel).**—Davis Foundry & Ma-

chine Works, I. F. Davis, Prest., Rome, Ga.—336 bars of iron or steel 3x½ in. x 18 ft. long; 134 bars iron or steel 3 x ¼ in. x 21 ft. long.

**Blacksmith-shop Equipment.**—Winchester Coal Co., N. M. White, Prest., Prestonburg, Ky.—Blacksmith-shop equipment.

**Brass Valves, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until Mch. 10 to furnish: Brass valves; bushings; unions; railings; flanges; end mills; bevel gear cutters; hinges or butts; dies; brushes; rubber; rubber pads; goggles; mirrors; saws; pumps; cups; lime;

glue; posts; hydrometers; mixtures; pins; wire; waste cotton. Blank forms and information (Circular 2226) on application to offices of: Panama Canal; Asst. Purchasing Agents at Fort Mason, San Francisco.

**Boiler.**—Oscar Dowling Food Products, Station B, New Orleans, La.—30 H. P. steam boiler, locomotive portable type.

**Boilers.**—C. E. Gibbens, Secy. Palmetto Crate Co., Palmetto, Fla.—Boilers.

**Boilers.**—John G. Duncan Co., 101 E. Jackson St., Knoxville, Tenn.—Dealers' prices on 150 H. P. return, tubular boilers with steel

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

casing preferred; 125 and 150 lbs. working pressure; insurable if possible at 150 lbs.; immediate delivery.

**Breakwater, etc.**—Treasury Dept., Supervising Archt.'s Office, Washington, D. C.—Bids until Mch. 14 for placing riprap and constructing breakwater at United States Quarantine Station, Galveston, Tex.; plans on file or with Custodian at Galveston.

**Brick.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on brick for \$20,000 church.

**Bridge Construction.**—Taylor County Commissioners, Frank Bennett, Clk., Grafton, W. Va.—Bids until Mch. 21 to construct and build fills on each side concrete arch in Booth's Creek Dist., known as Mollie Travis Bridge; plans, etc., on file.

**Bridge Construction.**—Harrison County Commrs., W. H. Strength, County Judge, Marshall, Tex.—Bids until Mch. 15 to build bridges and culverts on Highway No. 8; construct 14.29 mi. road; Geo. A. Duren, County Engr.

**Building Materials.**—Alfred Box & Co., G. A. Mitchell, Secy., Philadelphia, Pa.—New or used bricks and foundation stones; also quantity of heavy used timbers, probably 6x12, suitable for purlins in building.

**Building Materials.**—Winchester Coal Co., N. M. White, Prest., Prestonburg, Ky.—40,000 to 50,000 ft. lumber for tippie construction; prefer Southern lumber dealers.

**Card Sections.**—Marine Corps Quartermaster's Dept., Room 3013 Navy Bldg., Washington, D. C.—Bids until Mch. 17 to furnish and install 18 card sections, 15 drawers to each section for cards 3x5-in. blank forms on file; Sch. 373; C. L. McCawley, Brigadier Gen.

**Cars.**—Winchester Coal Co., N. M. White, Prest., Prestonburg, Ky.—20 mine cars.

**Cars.**—Oscar Dowling Food Products, Station B, New Orleans, La.—2 new or rebuilt flat cars, 40 ft. long, 80,000 to 100,000 lbs. capacity; steel under frame; used for tank car equipment.

**Cars (Tank).**—Wm. B. Grimshaw Co., Drexel Bldg., Philadelphia, Pa.—10 to 20 standard-gauge tank cars, 10,500 gal. capacity; to carry fuel oil.

**Cartons.**—Sumter Medicine Co., J. P. Hutto, Mgr., 316 S. Smuter St., Sumter, S. C.—Names and addresses mfrs. of cartons for stock and poultry powders.

**Catalogs, etc.**—John L. Buquor, 508 Trust Bldg., El Paso, Tex.—Samples and prices on small automobile catalogs, circulars, etc.

**Cement.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on cement for \$20,000 church.

**Cement.**—W. H. Zink, Radford, Va.—Prices on cement.

**Church Equipment.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on pews, chairs, altars, pulpit and opera chairs for church.

**Compressor (Portable).**—C. D. Blair, Box 196, Roanoke, Va.—Correspond with mfrs. of portable compressor capable of operating drill for stone work.

**Concrete Mixer.**—W. H. Zink, Radford, Va.—Prices on concrete mixer.

**Conduits (Telephone), etc.**—Commissioners' Office, Room 509 District Bldg., Washington, D. C.—Bids until Mch. 10 to furnish and install electric lighting, power wiring and telephone conduits at J. R. West School No. 163, Farragut St. N. W.; plans with Ch. Clerk Engr. Dept., Room 427.

**Crane.**—Joplin Steel & Malleable Co., W. S. Sohosky, Prest., Joplin, Mo.—5-ton crane.

**Crane (Locomotive).**—Wm. B. Grimshaw Co., Drexel Bldg., Philadelphia, Pa.—20-ton wheel M. C. B. equipped locomotive crane

with 60-ft. boom and 1½-yd. clam-shell bucket; preferably located for shipment to Florida.

**Creamery Machinery.**—See Ice-cream Plant Equipment.

**Culvert (Concrete).**—John M. Murch, County Auditor, Galveston, Tex.—Bids until Mch. 14 to construct reinforced culvert and other work on highway No. 2 near LaMarque, Texas.

**Curbing.**—Board of Awards, care City Register, Baltimore, Md.—Bids until Mch. 16 for granite curb and granite curb circles, f. o. b. Baltimore, Md.; specifications, etc., furnished at City Hall.

**Drafting Supplies.**—Marine Corps Quartermaster's Dept., Washington, D. C.—Bids until Mch. 18 to furnish 18 traverse tables, 12 military clinometers and 24 tallying machines; plans on file; Sch. 377; delivery U. S. Marine Corps Naval Operating Base (Sewells Point, Va.), Hampton Roads, Va.

**Driving Machine.**—B. B. Taylor, Mgr., Macon, Ga.—Single-head corrugated fastener driving machine; good condition.

**Dredging.**—Department of Public Improvements, Wm. F. Broening, Prest., Board of Awards, Baltimore, Md.—Bids until Mch. 9 to dredge docks and channels in vicinity of McComas St.; H. G. Perring, Ch. Engr.

**Electrical-appliance Machinery.**—Joplin Armature Works, W. 4th St., Joplin, Mo.—Electrical-appliance machinery.

**Electric-lighting Fixtures.**—Apperson-Lee Motor Co., Lynchburg, Va.—To correspond with mfrs. of electric-lighting fixtures for salesroom and garage.

**Electrical Equipment.**—Board of Awards, Wm. F. Broening, Prest., Baltimore, Md.—Bids until Mch. 16 to furnish and install materials for electric lighting, lighting fixtures, lamps, messenger system, wiring and installing ventilating motors and fans in new drafting-room, City Hall; Richard Gwinn, City Register.

**Electrical Equipment.**—G. H. Rettew, 2357 Rhode Island Ave. N. E., Washington, D. C.—One DPST. 33,000-volt oil switch, hand operated, with automatic overload trip coils; two 15/5, 33,000-volt current transformers for use with above; set lightning arresters for use on 33,000-volt undergrounded Y circuit; two 20 K. V. A. single-phase 25-cycle transformers, 2300-220/440 volts.

**Electric-light Plant.**—Town Council of Lake Butler, Fla.—Correspond with manufacturers of mchy. for electric, ice and cold-storage plant.

**Elevator.**—J. B. Ferguson, Commerce Bldg., Enid, Okla.—Elevator for store and office building.

**Engines, etc.**—Winchester Coal Co., N. M. White, Prest., Prestonburg, Ky.—50 or 75 H. P. steam hoisting engine and boiler, new or second-hand; 15 H. P. gasoline engine

**Engines.**—Spur Electric Light & Power Co., F. W. Grogan, Spur, Tex.—Prices on 75 to 100 H. P. oil engines.

with drum and cable to pull cars.

**Engines.**—C. E. Gibbens, Secy., Palmetto Crate Co., Palmetto, Fla.—Engines.

**Engine.**—John G. Duncan Co., 101 E. Jackson St., Knoxville, Tenn.—Dealers' prices on small engine, run by compressed air, large enough to drive 36-in. diam. fan at 500 R. P. M.; fan to carry air in or out of mines; quick delivery.

**File Sections, etc.**—Marine Corps Quartermaster's Dept., Washington, D. C.—Bids until Mch. 28 to furnish 12 vertical file sections and 12 blank form cabinets, both steel, with olive-green finish; blank forms on file; Sch. 376.

**Foundry Equipment, etc.**—Pittsburg Machinery Co., Mulberry, Kans.—Foundry, ma-

chine and boiler plant equipment, including lathes, hammers, drill presses, etc.

**Foundry Equipment, etc.**—Lewis C. Pritchard, Mgr. Auto-Moto Mfg. Co., 19 W. G. Young Bldg., Charleston, W. Va.—Foundry and machine-shop equipment.

**Generators.**—Spur Electric Light & Power Co., F. W. Grogan, Spur, Tex.—Prices on 70-75 K. W. 3-phase 60-cycle 2300-volt direct-connected and belted generators; new or second hand; good condition.

**Grader.**—C. T. Friend, Chmn., Hillsborough County Commrs., Tampa, Fla.—Bids until Mch. 11; 12-ft. blade leaning-wheel grader.

**Hampers (Vegetable).**—Wauchula Truck Growers' Assn., W. W. Bateman, Sales Mgr., Wauchula, Fla.—50,000 to 100,000 vegetable hampers; 32-qt.

**Handles (Broom and Mop).**—Charles Paterson & Son, 138 Holm St., Glasgow, Scotland. To represent manufacturers of broom and mop handles, about 1½-in. diam., 40 or 50 in. long.

**Handles.**—Gilkey Panel Co., Marion, N. C.—Names and addresses of manufacturers of handles used in making wood storage-battery boxes for automobiles.

**Heating Plant.**—V. E. Crocker, Orlinda, Tenn.—Prices on heating plants for church and parsonage; church, 80x50 ft.

**Heating Plant.**—C. G. Armfield, Elkin, N. C.—Prices on heating plant for residence, 26x40 ft.

**Heating Plant.**—Lide Land Co., Inc., Birmingham, Ala.—Prices on steam-heating plants for residences.

**Ice Plant, etc.**—Town Council of Lake Butler, Fla.—Correspond with manufacturers of mchy. for ice, light and cold-storage plant.

**Hose (Fire).**—City Commn., Jacksonville, Fla.—Bids until Mch. 18 to furnish 2000 ft. 2½-in. rubber-lined cotton fire hose for Fire Dept.; T. W. Haney, Chief Fire Dept.

**Ice-cream Plant Equipment.**—Cloverdale Ice Cream Co., H. A. Brunson, Box 109, Corpus Christi, Tex.—Carload 20-qt. size ice-cream tubs; 500 ice-cream cans, 20-qt.; all kinds ice-cream and creamery machinery.

**Kettles.**—See Packing Plant Equipment.

**Levee Construction.**—Garden of Eden Drainage Dist., G. W. Rucker, Secy., Brunswick, Mo.—Bids until Mch. 12 to construct 600,000 cu. yds. levee work.

**Log Loader.**—Sharpnack Timber Corp., Huntington, W. Va.—8-wheel 36-in.-gauge American log loader; quote delivered at Logan, W. Va.

**Machine-shop Equipment.**—Joplin Steel & Malleable Co., W. S. Sohosky, Prest., Joplin, Mo.—Machine-shop equipment.

**Machine-shop Equipment.**—Williamson Products Co., Box 3, Govans, Md.—Data and prices on small worm gears, sprockets, link chain, twisted wire brushes and used lathe about 10-in. swing, with 3 to 5-ft. bed.

**Millwork.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on windows for church.

**Mining Machinery.**—W. J. Chapman, Secy., Farmers' Marl Lime Co., Staunton, Va.—Complete equipment for mining marl.

**Mining Machinery.**—White River Manganese Co., Wm. G. Rhinehart, Prest.-Mgr., 567 Broadway, Gary, Ind.—Data and prices on mchy. for moving clay and rocks, washing and concentrating; capacity 1000 tons per 10 hrs.

**Molds.**—Peter F. Gross, Box 253, Gretna, La.—Molds to mfr. by wet process, concrete building blocks.

**Motor.**—Jim Thompson Coal Co., Drakesboro, Ky.—8 or 10-ton haulage motor.

(Continued on page 132.)



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(Continued from page 130.)

**Movable Partitions.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on movable partitions for church.

**Office Furniture.**—J. S. Wilson, Bailey, N. C.—Office furniture, book shelving and cases.

**Packing Plant Equipment.**—Oscar Dowling Food Products, Station B, New Orleans, La.—2 steam jacketed copper kettles, 250 to 300-gal. capacity; automatic equipment for washing and filling jars; table trucks for handling glass jars; packing-room trucks for glass jars; glass or enamel lined tanks, 300 to 1000-gal. capacity.

**Parchment.**—Marine Corps, Quartermaster's Dept., Room 3218, Navy Bldg., Washington, D. C.—Bids until Mch. 17 to furnish 5000 sheets 8x10½-in. parchment. Blank forms on file; Sch. 372; C. L. McCauley, Brigadier Gen.

**Paving.**—Comms. Paving Dist., 274, 275 and 276, T. N. Doyle, Secy., Little Rock, Ark.—Bids until Mch. 12 to pave Markham and Ridgeway Sts.; construct 10,200 sq. yds. pavement; Portland cement concrete, asphaltic concrete, sheet asphalt, etc.; plans, etc., with Lund & Hill, Engrs., 527 Southern Trust Bldg.

**Paving.**—City, S. P. Witt, Mayor, Lenoir City, Tenn.—Bids until Mch. 8 to pave streets in District No. 3, including Broadway, Kingston and other streets; 24,470 sq. yds. top, etc.; 15,840 cu. yds. grading; plans, etc., paving; concrete, concrete base with asphalt on file.

**Paving.**—City, W. A. Manning, City Clk., Ashland, Ky.—Bids until Mch. 7 to construct concrete sidewalks on Washington, Jefferson, 10th and other streets; specifications, etc., from City Engr.

**Paving.**—City, R. J. Blalock, Mayor, Columbia, S. C.—Bids until Mch. 17 to construct 14,000 sq. yds. roadway pavement; 7000 lin. ft. combination curb and gutter; 2000 lin. ft. storm drain; plans, etc., with W. S. Tomlinson, City Engr.

**Paving.**—A. Milligan, Mayor, Daytona, Fla.—Bids until Apr. 1 to construct 123,000 sq. yds. brick, concrete, asphalt block or bituminous pavements with curb, storm drainage, etc.; plans, etc., with Geo. F. Crouch, City Clk., and J. B. McCrary Co., Engr., Atlanta, Ga.

**Paving.**—City, C. B. Alston, City Clk., Durham, N. C.—Bids until Mch. 17 to construct 30,000 to 60,000 sq. yds. pavement; plans, etc., with H. W. Kueffner, City Engr.

**Paving.**—Jefferson County Board of Revenue, Birmingham, Ala.—Bids until April 15 to pave 31 mi. road, including Project 1 to 7; sheet asphalt or warrentite wearing surface on concrete or old reconstructed base foundation; plans, etc., S. R. Batson, County Highway Engr.

**Paving.**—City of Fort Worth, Tex., D. L. Lewis, City Engr.—Bids until Mch. 8 to construct 140,000 sq. yds. pavement.

**Paving.**—Town of Newberry, S. C.—Will invite bids on paving streets; Sanders & Sweeney, Engrs.

**Paving.**—City, John H. Zirkle, Recorder, Martinsburg, W. Va.—Bids until Mch. 20 to construct 29,105 sq. yds. asphalt-macadam and 3136 sq. yds. brick paving on concrete foundation; plans, etc., with Commr. Streets.

**Paving.**—Allen J. Saville, Director Public Works, Richmond, Va.—Bids until Mch. 7 to construct 850-ft. concrete pavement, 17 ft. wide; etc.; \$40,000 available.

**Phonograph-recording Machinery, etc.**—Pace Phonograph Corp., 257 W. 138th St., New York.—Names and addresses manufacturers of recording machinery for phonograph records and pressing of phonograph records.

**Pipe.**—R. P. Johnson, Wytheville.—Dealers' prices on 4000 ft. of ¾ or 1-in. black or galvanized second-hand pipe with good thread and couplings.

**Pipe.**—Marshall County Comms., J. E. Chase, County Clk., Moundsville, W. Va.—Prices on 1052 lin. ft. 12-in., 96 lin. ft. 15-in., 96 lin. ft. 18-in. and 60 lin. ft. 24-in. vitrified clay pipe.

**Planer.**—John G. Duncan Co., 101 E. Jackson St., Knoxville, Tenn.—Jobbers' prices on 32-in. single surfacer planer.

**Portable Building.**—John L. Buquor, 508 Trust Bldg., El Paso, Tex.—Prices on knock-down building, suitable for automobile assembly plant.

**Posts (Iron).**—General Land Office, Clay Tallman, Commr., Washington, D. C.—Bids until Mch. 15 to furnish and deliver iron posts with brass caps for public land survey corners for year 1922.

**Power Plant.**—J. M. Cheek, Lexington, N. C.—Second-hand power plant for box shoo and planing mill.

**Pulleys.**—C. E. Gibbens, Secy. Palmetto Crate Co., Palmetto, Fla.—Pulleys.

**Rails, etc.**—Winchester Coal Co., N. M. White, Pres., Prestonsburg, Ky.—30 tons 85-lb. steel rails and some 100, 12, 16 and 30-lb. rails, with necessary frogs, switches, etc.

**Rails.**—Sharpnack Timber Corp., Huntington, W. Va.—2 cars of 30 or 35-lb. relaying rails; quote delivered at Logan, W. Va.

**Refrigerating Plants.**—J. G. Stearley, Clk., Board of Education, Administration Bldg., 400 N. Walnut Ave., Oklahoma City, Okla.—Bids until Mch. 14 to furnish and install refrigerating plants in 3 junior schools; plans with Layton-Smith & Forsyth, Archts., 701 Southwestern Reserve Bank Bldg.

**Refuse Burner.**—Carolina Machinery Co., Sumter, N. C.—Second-hand "hog" to burn up refuse around veneer mill.

**Road Construction.**—Wetzel County, G. A. Harman, Clk., New Martinsville, W. Va.—Bids until Apr. 1 to construct 2 mi. New Martinsville-Wileyville Rd.; 16-ft. hard-surfaced pavement; plans, etc., with County Engr., New Martinsville; Div. Engr., Parkersburg, W. Va., and State Road Dept., Charleston, W. Va.

**Road Construction.**—State Highway Dept., Jefferson City, Mo.—Bids until Mch. 17 to grade road and construct culvert in Linn Township Special Road Dist.; \$20,000 available.

**Road Construction.**—Sunflower County Comms., Dist. No. 1, W. H. Phipps, in charge, Indianola, Miss.—Bids until Apr. 1 to construct 17½ mi. gravel highways; \$150,000 available; John M. Harbert Engineering Co., Engr.

**Road Construction.**—Collin County, T. O. Murray, County Judge, McKinney, Tex.—Bids until Mch. 15 to improve roads in Dist. No. 19, Collin County, including surfacing N. Roysse Rd.; plans, etc., with F. W. Cawthon, County Engr.

**Road Construction.**—Harrison County Commissioners, W. H. Strength, County Judge, Marshall, Tex.—Bids until Mch. 15 to construct 14.29 mi. gravel surfaced road on Highway No. 8; bridges, etc.; Geo. A. Duren, County Engr.

**Road Construction.**—Highway Dept. Board State Engrs., 322 Maison Blanche Annex, New Orleans, La.—Bids until Mch. 29 to construct 2.4 mi. Gretna-Belle Chase highway; information on file; Duncan Buie, State Highway Engr.

**Road Construction.**—Harrison County Commissioners, W. H. Strength, County Judge, Marshall, Tex.—Bids until Mch. 15 to construct 10.64 mi. Highway No. 8 from Marshall

north to Marion County; surface with gravel; Geo. A. Duren, County Engr.

**Road Construction.**—Bienville Parish Police Jury, J. S. Williams, Clk., Arcadia, La.—Bids until Mch. 14 to construct 5.2 mi. Gibs land, Mt. Lebanon and Winlock Rd.; 11½ mi. Bienville, Sparta and Jamestown, and 14.5 mi. Jamestown, Castor, Alberta and Natchitoches Rds.; plans, etc., with Engr.

**Road Construction.**—Potter County Commissioners, R. C. Johnson, Judge, Amarillo, Tex.—Bids until Mch. 15 to surface 11.2 mi. Highway No. 5; gravel and clap base; rock asphalt, bituminous concrete or plain concrete paving 118,570 sq. yds.; Nagle-Witt Rollins Engineering Co., Engr.

**Road Construction.**—Claiborne County Comms., C. R. Fulton, Secy., Tazewell, Tenn.—Bids until Mch. 15 to grade and macadamize roads, including 5 mi. Powell's Valley, 10 mi. Iron Works, 5 mi. Quarter, 5 mi. Kincaid Ferry, 2 mi. Days Mill, 2 mi. Cedarfork and 1 mi. Beason Rds.

**Road Construction.**—Kanawha County Comms., S. E. Childress, Pres., Charleston, W. Va.—Bids until Mch. 15 to grade and drain 2 mi. road on north side Elk River; F. G. Burdette, County Road Engr.

**Road Construction.**—Marshall County Comms., J. E. Chase, County Clk., Moundsville, W. Va.—Bids until Mch. 18 to construct 3 mi. Cameron-Poplar Springs Rd. Green Valley Rd. in Cameron Dist.; road in Meade Dist.

**Road Construction.**—State Road Dept., H. B. Phillips, Chmn., Tallahassee, Fla.—Bids until Mch. 16 to construct 1 mi. road near Pine Barren on Pensacola-Flomaton highway.

**Road Construction.**—Greenville County Supervisors, H. P. Dill, County Supvr., Greenville, S. C.—Bids until Mch. 15 to construct .855 mi. Howard Gap Rd.; plans, etc., on file at Greenville, with L. M. Weisiger, Div. Engr., Laurens, S. C., and State Highway Engr., Columbia, S. C.

**Road Construction.**—Campbell County Supervisors, Rustburg, Va.—Bids until Mch. 21 to construct section of Link Rd. in Brookville Dist.; specifications, etc., with W. E. Day, County Engr., 703 Church St., Lynchburg, Va.

**Road Construction.**—Logan County Court, T. J. Wysong, Clk., Logan, W. Va.—Bids until Mch. 12 to grade and drain 7 mi. road from Rum Creek Junction to Taplin; 2 mi. road from Monaville to Switzer; 5 mi. road from Switzer to Stirrat; plans, etc., with County Road Engr.

**Road Construction.**—Wilcox County Court, Pat. M. Dannelly, Probate Judge, Camden, Ala.—Bids until Mch. 16 to gravel Catherine-Millers Ferry Rd.; information on file.

**Roofing.**—J. M. Cheek, Lexington, N. C.—Roofing for box shoo and planing mill.

**Rolling Partitions.**—V. E. Crocker, Orlando, Tenn.—Prices on rolling partitions for \$10.00 church; 80x50 ft.

**Roller Mill (Ring).**—Superior Chemical Co., Box 1233, Joliet, Ill.—Sturtevant or Macvean ring roller mill.

**Sander.**—John G. Duncan Co., 101 E. Jackson St., Knoxville, Tenn.—Jobbers' prices on 32-in. double-drum sander.

**Saw.**—R. P. Johnson, Wytheville, Va.—Dealers' prices on second-hand 20, 24 or 26-in. stove saw, complete with an equalizer and foot jointer; Whitney or Gerlach preferred.

**Scales.**—Winchester Coal Co., N. M. White, Pres., Prestonsburg, Ky.—Scales.

**School Equipment.**—Dept. of Education.

(Continued on page 134.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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# Tarvia-KP

FOR COLD PATCHING

Patrol maintenance  
crew patching with  
"Tarvia-KP."

## Get Your Roads Ready Now for the Spring Traffic—



The hole to be patched is  
cleaned and the bottom  
and sides are painted  
with "Tarvia-KP."

**W**HEN the snow goes, look at your roads. Have they been scarred by winter? Are they pitted with small holes?

With the coming of Spring traffic, small, easily-filled holes may grow into expensive repair jobs, if they aren't patched in time.

"Tarvia-KP" is the perfect patching material for surface breaks and holes of any size in any type of hard-surface road.

It requires no heating and is extremely easy to prepare, handle

and apply. Freezing does not injure it.

"Tarvia-KP" patching material may be mixed at any time and stored until needed.

It makes a smooth, even, perfectly-bonded patch—a patch that becomes an integral part of the road itself.

There is only one "KP" and that is "Tarvia-KP" patching material made by The Barrett Company.

Our nearest office will gladly send you an illustrated manual of instructions showing each step in patching a road with "Tarvia-KP."



The mixture of "Tarvia-KP," stone and sand, is placed in the prepared hole.



The mixture is well tamped and covered with screenings.

New York  
Detroit  
Salt Lake City  
Johnstown  
Elizabeth

THE BARRETT COMPANY, Limited:

Chicago  
New Orleans  
Seattle  
Lebanon  
Buffalo

Philadelphia  
Birmingham  
Peoria  
Youngstown  
Baltimore

Boston  
Kansas City  
Atlanta  
Toledo  
Omaha

Montreal

The Barrett Company

Toronto

Winnipeg

Vancouver

St. Louis  
Minneapolis  
Duluth  
Columbus  
Houston

Cleveland  
Dallas  
Milwaukee  
Richmond  
Denver

St. John, N. B.

Cincinnati  
Nashville  
Bangor  
Latrobe  
Jacksonville

Halifax, N. S.

Pittsburgh  
Syracuse  
Washington  
Bethlehem



(Continued from page 132.)

**John H. Roche, Secy.** Board of Commrs., Madison and Lafayette Aves., Baltimore, Md.—Bids until Mch. 15; pupils desks, furniture, slate blackboards, etc.; Richard Gwinn, City Register.

**Seating.**—V. E. Crocker, Orlinda, Tenn.—Prices on pews and chairs for church; 80x 50 ft.

**Seating.**—Rev. Geo. W. Stover, Winchester, Va.—Prices on chairs, pews and opera chairs. (See Church Equipment.)

**Sewers.**—Hagerstown Sewerage Comsn., F. Leroy Heard, Secy., Police Headquarters Bldg., Hagerstown, Md.—Bids until Apr. 5 to construct 20,000 lin. ft. 8 to 22-in. sanitary sewers with manholes, foundations and appurtenances; also 20,000 lin. ft. 6-in. house connections; plans, etc., on file; J. B. Ferguson, Ch. Engr.

**Sewers.**—Washington Suburban Sanitary Comsn., Wm. T. S. Curtis, Evans Bldg., Washington, D. C.—Bids until Mch. 14 to construct 22,000 ft. 6 to 15-in. sewers, with house connections, manholes, etc., at Riverdale, Md.; plans, etc., from Robt. B. Morse, Ch. Engr., Armory Bldg., Hyattsville, Md.

**Sewer Construction.**—City of Tampa, Fla., Chas. H. Brown, Mayor.—Bids until Mch. 8 to rebuild brick manhole for sanitary sewer at Platt St. and Hyde Park Ave.; plans, etc., from City Engr.

**Shafting.**—C. E. Gibbens, Secy., Palmetto Crate Co., Palmetto, Fla.—Shafting.

**Steel Tie Plates, etc.**—Norfolk & Western Ry. Co., J. H. Clemmitt, Purchasing Agt., Room 351 N. & W. Ry., Office Bldg., Roanoke, Va.—Bids until Mch. 16 to furnish steel tie plates; steel bars and shapes; threading and welding steel bars; steel cross ties; turnable parts; tie dating nails; wire fencing and gates; induction motors; transformers; etc.; specifications and plans on file.

**Sugar-refining Machinery.**—Ivan Spiller, Grand Saline, Tex.—Names and addresses mfrs. of sugar-refining machinery, especially the vacuum-evaporating pans for sugar and salt manufacture.

**Tanks (Glass or Enamel-lined).**—See Packing-Plant Equipment.

**Tanks (Wood).**—Carlyle W. Myers, Box 1707, Richmond, Va.—To correspond with mfrs. of wood tanks.

**Tape (Venetian Blind).**—Bennett Brothers, Dothan, Ala.—Correspond with manufacturers of Venetian blind tape.

**Tile.**—J. R. Wyatt, Easley, S. C.—Prices per sq. ft. F. O. B. Easley on hexagon floor tile.

**Tobacco.**—Vandeputte-Jonckheere, Alost, Canal 18-19, Belgium.—To correspond with exporting houses of leaf tobacco in States of Kentucky and Virginia.

**Tractor.**—C. T. Friend, Chmn., Hillsborough County Commrs., Tampa, Fla.—Bids until Mch. 11; 10-ton tractor.

**Trucks.**—See Packing-Plant Equipment.

**Ventilating System.**—M. Leo Elliott, Curry Bldg., Tampa, Fla.—Data on ventilating system for Masonic cathedral; 3 stories; 105x 105 ft.

**Water-works.**—City of Franklinton, La., C. J. Gayer, Mayor.—Bids until Mch. 24 to construct water-works improvements; install cast-iron and galvanized pipe and fittings, fire hydrants, valves and boxes; construct pumping equipment building, reservoir and elevated tank; plans, etc., on file and from Xavier A. Kramer, Consult. Engr., Magnolia, Miss.

**Water-works Equipment.**—Elston, Axon & Russell, 404 McDaniel Bldg., Springfield, Mo. Catalogs on pumping machinery and accessories

for installing water-works in towns of 500 to 5000 inhabitants.

**Welder (Electric Arc).**—Supt. of Light-houses, Baltimore, Md.—Bids until Mch. 21; 200 ampere electric arc welder; information on application.

**Woodworking Machinery.**—John W. Humphreys, Mgr. Adkins Co., Berlin, Md.—Woodworking machinery, including circular rip saw, moulder, rip saw, etc.

**Woodworking Machinery.**—C. E. Gibbens, Secy., Palmetto Crate Co., Palmetto, Fla.—Data and prices on machinery and equipment for mfr. of orange boxes and vegetable containers.

**Woodworking Machinery.**—C. S. Oakley, Pineville, N. C.—Prices on woodworking machinery of all kinds.

**Woodworking Machinery.**—J. M. Cheek, Lexington, N. C.—Mch. for box shook and planing mill.

## Railroad Construction

### Railways.

Ky., Pineville.—B. A. Worthington, Indianapolis, Ind., Prest. of the Cincinnati, Indian-

apolis & Western R. R., and M. E. Mogg, Prest. Linton Collieries Co. of the same city, are reported back of the plan to build a 125-mi. railroad from Middlesboro and Pineville, Ky., to Williamson, W. Va. Frank Fitzgibbons, Pineville, is working to secure rights of way.

Ky., Paducah.—Illinois Central R. R. plans to extend 9 passing tracks between Paducah and Central City, Ky.; estimated cost about \$75,000. F. L. Thompson is Ch. Engr., Chicago, Ill.

Ky., Stearns.—Kentucky & Tennessee Rwy. has asked the Interstate Commerce Comsn. for authority to build an extension 2½ mi. long in McCreary County, Ky. J. E. Butler is Gen. Mgr.

Tex., Fort Worth.—Texas & Pacific Rwy. contemplates building new yards at this point. E. F. Mitchell is Ch. Engr. at Dallas, Tex.

Va., Big Stone Gap.—Interstate R. R. Co. has been authorized by the Interstate Commerce Commission to build a branch about 25 mi. long from Norton, Va., to connect with the Carolina, Clinchfield & Ohio Ry. at a point 9 mi. west of St. Paul, Va. Denial was given to the company's application to build another branch to be 15 mi. long. H. L. Miller is Prest. at Big Stone Gap.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Official Announcements.

Officers have been elected by the Locomotive Superheater Co., 30 Church St., New York, thus: Gilbert E. Ryder, vice-president in charge of sales, with office in New York; Henry B. Oatley, vice-president in charge of engineering, with office also in New York; Charles H. True, vice-president in charge of production, with offices at East Chicago, Ind. Mr. Ryder becomes responsible for all sales for railroad, stationary and marine engines; he has had wide and valuable engineering and other practical experience. Mr. Oatley is a recognized authority on superheating and has been an active factor in development, also being in large measure responsible for putting superheater design upon a practical operating and manufacturing basis, and has developed uniformity of sizes and design without sacrifice of efficiency. Mr. True has been works manager for the company at East Chicago since 1912, and has been actively associated in the mechanical development of superheaters generally. In this connection it is important to note that the name of the Locomotive Superheater Co. was changed March 1 to the Superheater Company, because of expansion of service to include other engines than locomotives in the application of Elesco Superheaters, which are now being used in all fields where steam is employed for power. The company is also actively engaged in developing feed-water heating equipment for locomotive and marine application.

### Progress in Traffic Control.

The use of red, yellow and green as standardized color signaling in the control of automobile traffic is already established in over two hundred cities and towns throughout the country, according to the traffic engineers of the AGA Company of Elizabeth, N. J., marine lighthouse builders, who have just completed an investigation of traffic conditions in the United States. The three colors, recommended by the Standards Committee of the American Association of State

Highway Officials, are those uniformly used by the railroads—red, first degree danger; yellow, second degree danger, and green, traffic danger only.

### Electric Service.

George F. Motter's Sons, steam and electrical engineers, York, Pa., announce the establishment of their department for repairs to electric motors, generators, starters, etc., such as rewinding of armatures, rotors, rebuilding commutators, making new coils and motor bearings. They employ thoroughly experienced men and rewind coils on a Segur coil-winding machine, using the best materials, after which they are coated with insulating varnish and baked in an electric oven. Armatures receive similar treatment and the entire motor is properly heat treated. The construction department of this firm follows industrial plant wiring exclusively, installation of power equipment and lights.

### Boston Office in Larger Quarters.

The Wagner Electric Manufacturing Co. of St. Louis announces the removal of their office and service station in Boston to larger quarters, the entire building at 342 Newbury street now being occupied. Telephone, Back Bay 8920. Brooks Faxon continues in charge as district manager.

### Electrical Machinery and Supplies.

Organization of the Cabell-Irby Company, Jackson, Miss., with \$100,000 capital stock, is announced to conduct a wholesale business in electrical machinery and supplies in Mississippi and the northern part of Louisiana. The promoters of this enterprise are Stuart C. Irby and T. B. Cabell, who, under the firm name Stuart C. Irby & Co., have successfully conducted a retail and construction business for nearly two years. Previously Mr. Irby

(Continued on page 135.)

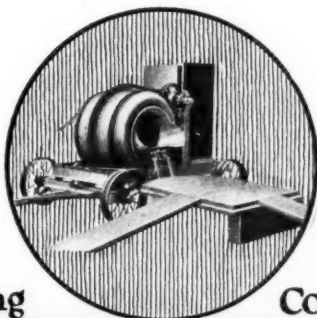


## Three Seasons' Mixing Repairs, \$23

W. L. Eby, Contractor, of Oklahoma City, used his Lakewood-Milwaukee Low-Charge Mixer 300 days continuously the first year—250 days the second. The third year he used it to mix concrete on the Exposition Building for the Oklahoma State Fair. Repair cost, \$23, for two drive chains.

Lakewood-Milwaukee small mixers stand up under hard, continuous service. They're worth more.

*Bulletin 21-D shows why.*



**The Lakewood Engineering**

**Company, Cleveland U.S.A.**

(Continued from page 134.)

was for 12 years connected with Henry L. Doherty & Co. of New York, and resigned as business manager of one of their properties to go into business with Mr. Cabell, who is a graduate of the Massachusetts Institute of Technology and has had 15 years' experience in electrical engineering, construction and sales. Mr. Cabell is president, Mr. Irby vice-president, and R. O. Jones, Jr., secretary and treasurer of the new company.

#### Manager Appointed.

N. C. Hoyle, C.E., has been appointed manager of the Cincinnati branch of the Pittsburgh Testing Laboratory at 813 Race St., Cincinnati, O. From 1909 to 1914 Mr. Hoyle was manager of the Birmingham (Ala.) branch of this organization. In 1914 he joined the Canadian Army and went overseas with the Canadian engineers, being mustered out after the war with the rank of lieutenant-colonel. During the last year he has been assistant manager of the Pittsburgh Testing Laboratory's New York office.

#### Important Consolidation.

After the annual meeting of stockholders of the Crescent Refractories Co., Curwensville, Pa., it was announced that the George S. Good Fire Brick Co. and the Clearfield Clay-working Co. had been consolidated with the company's properties. This merger unites three important fire-clay and coal holding concerns in Clearfield county. The output of the plants now operated amounts to 240,000 bricks a day and marks another forward step in the industry. It is also important to note that James B. Graham, president of the Northern Central Trust Co. of Williamsport, Pa., has been elected president of the board of managers of the Crescent Refractories Co.

#### Equipment and Machinery Company Organized.

The Equitable Equipment Co., a new concern, with offices at 411 Whitney-Central Bldg., New Orleans, La., has just been organized to deal in locomotives, cars and other railroad equipment, including rails and rail accessories, machinery of all kinds, contractors' equipment, and practically everything else of like general character. The company is taking over the equipment, rail and machinery business of A. Marx & Sons, the Southern Scrap Material Co. and the Ship Supply Co., and it will be under the direct management of O. D. Cleveland, who has been manager of the New Orleans Branch of the General Equipment Co.

#### A New One-Ton Truck.

The new Model 10 Express, a one-ton truck, made by the Republic Motor Truck Co., Alma, Mich., has pneumatic tires and is of particularly attractive appearance. It is described as being not of passenger-car derivation, but built of proven truck units to meet the demand for a delivery truck of greater sturdiness than the average truck of similar capacity, yet with ample speed. This truck is equipped with a Continental Red Seal motor, and its gear ratio is such as to give ample power to start loads under adverse conditions. The Republic-Torbenesen internal gear drive rear axle is also used, so that maximum speed is given without racing the motor. The electric-lighting system is Delco, and ignition is by a high-tension Bosch magneto. There are two styles of express body, either open or canopy top, and full-length running-boards. Curtains open with the doors.

#### Two New Truck Models.

New achievements in engineering and construction have been scored by the Garford Motor Truck Co., Lima, O., in their newest models—a 5-ton worm drive and a  $7\frac{1}{2}$ -ton chain drive, both recently put on distribution. Sales on the 5-ton worm drive are expected to be heavy. This model is replete with new and exclusive features. The worm drive, it is stated, has eliminated spring breakage and all minor troubles, while great strength and resistance have been developed. The motor is a 5x8 $\frac{1}{2}$  Buda, having an engine speed of 1000 revolutions per minute, and test runs showed it capable of 15 miles per hour under most difficult and unusual conditions, and, although heavily loaded, the engine ran quietly. The standard truck has 162-inch wheel base and will accommodate a 13 or 14-foot body for heavy cartage. There are also two other wheel bases, one of 138 inches and another of 186 inches, the latter for extra bodies. The new  $7\frac{1}{2}$ -ton Garford marks the entrance of this company into the limited group of builders of heavy-duty trucks. It retains the company's well-known chain drive of a very high order.

#### New Branch Office Address.

The Pittsburgh office of the Independent Pneumatic Tool Co. of Chicago has been moved from the old address, 1208 Farmers Bank Bldg., to 718 Bessemer Bldg., corner of 6th St. and Duquesne Way, Pittsburgh, Pennsylvania.

#### Trade Literature.

##### A Striking Calendar.

The Otis Hidden Company, Inc., Louisville, Ky., wholesale distributors of floor coverings, cabinet hardware, housefurnishings, etc., have issued a fine hanger calendar bearing a life-size picture of "Tom Hidden," a handsome, striped cat, who wears the company's trade-mark around his neck. The company's label also carries a picture of the animal.

##### Steel Reinforcing Bars.

A small folder issued by the Concrete Steel Co., 42 Broadway, New York, shows standard sizes of Havemeyer steel bars for reinforced concrete, area of cross-sections and weight per foot, which information engineers, architects and contractors need. It is noted that the company is equipped to economically bend bars to any desired shape and to fabricate into units ready to place in the forms. There are several illustrations.

##### Oil Engine Driven Air Compressors.

Bulletin 997 of the Chicago Pneumatic Tool Co. contains a comprehensive description and illustrations of several interesting applications of the Chicago pneumatic oil-engine-driven compressors. There are many pictures also of machines and cross-sections thereof, together with tables of dimensions and capacities. It is said that their success has been due to simplicity, reliability and low operating cost. They are particularly adapted for portability, but they are also suitable for uses under conditions that do not require them to be moved from place to place, as in shops, etc.

##### Automatic Electric Stations.

Bulletin No. 40604, "Automatic Hydro-electric Generating Stations," issued by the General Electric Co., contains an interesting foreword written by Dr. Charles P. Steinmetz, consulting engineer of the company, in which he says: "The automatic hydro-electric station is not merely an advance in

economy, which makes the operation of small stations possible, stations which were previously below the economical limit, but it is an equal advance in the safety and reliability of the operation of these stations, and therefore of the systems into which these stations connect." That this type of station is a success is further proved by three years of its successful operation by the Iowa Railway & Light Co., Cedar Rapids, Iowa. The greatest field for the automatic hydro-electric station is among medium-sized and small plants. No operators need be stationed. Periodic inspection by a line patrolman or any other qualified person is enough. The bulletin gives full particulars with illustrations.

##### Various Uses of Concrete.

Three interesting and timely publications have been issued by the Portland Cement Association, 111 West Washington St., Chicago. They are, respectively, the Concrete Highway Magazine for January-February, 1921; Concrete in Architecture and Engineering; and the Concrete Builder, both of these latter also for the same months. The first relates to road and street construction, the second to the erection in concrete of buildings of all types, and the third to the use of concrete for farms and homes. All are finely illustrated, and their contents closely hold the attention of the reader.

##### Restoring Old Roads Like New.

"Old highways can be converted into modern, long-life, smooth-surface pavements by placing an asphalt top on the old surface," says the Barber Asphalt Paving Co. of Philadelphia in a booklet entitled "New Pavements at Half the Cost." Then follows a series of pictures showing roads and pavements before and after treatment, besides others displaying work in progress. Attention is directed to the advantages of this reconstruction, as follows: "Old worn-out highways furnish excellent foundations for new wearing surfaces. It would be the height of folly to throw away these old foundations, and thereby lose entirely the original investment." It is further noted that the cost is far below that of a new highway.

##### Oxy-Acetylene Process in Industry.

The Oxweld Acetylene Co., Newark, N. J., Chicago, and San Francisco, have just issued a handsome booklet of 16 pages entitled "Oxweld Can Do It." It is finely printed on enameled book paper and is profusely illustrated, portraying typical applications of the Oxweld welding and cutting process in various branches of industry. The purpose of the booklet is to suggest to users, actual and potential, the advantages of oxy-acetylene in their own particular fields, and to invite inquiry with a view to extending the company's co-operative engineering service. The booklet will be mailed free on request.

##### How to Locate Electric Troubles.

The Testall Electric Manufacturing Co., Moore Building, San Antonio, Tex., have issued several interesting and important booklets and circulars concerning their products, particularly the "Igmi-Test," a modern ignition tester, and also the "Testall" electric trouble finder, the latter for locating "trouble" in the starting, lighting and ignition systems of automobiles, aeroplanes, tractors and, in fact, gas engines of all types. The first device mentioned will, it is noted, enable anyone to quickly locate all ignition troubles without removing magneto or coil from a car. Spark plugs, fuses, con-

(Continued on page 138.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



# Whitin Brothers.

INCORPORATED

## LINWOOD MILL.

Arthur F. Whitin  
Pres. & Treas.

Whitinsville, Mass. Feb. 25, 1921.

Manufacturer's Record,

Baltimore, Maryland.

Dear Sirs:-

I wish to express my great appreciation of the many able and very patriotic editorials that have appeared in the Manufacturer's Record from time to time, especially during and since the close of the Great War. I wish that every American could read them.

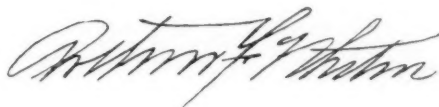
Very truly yours,

WHITIN BROS.

SAUNDERS COTTON MILLS.

WHITINSVILLE COTTON MILLS.

WHITINSVILLE SPINNING RING CO.



Treas.

(Continued from page 136.)

densers, etc., may also be tested, and grounds or short circuits located. One of the booklets, "How to Test," is by R. C. Bierbower, inventor of the "Igni-Test." It is very complete, with full descriptions and diagrams.

### Book Reviews.

Federal Excess Profits Tax Procedure, 1921. By Robert H. Montgomery, C. P. A. New York: The Ronald Press Co. 1921. \$4.

This is the fifth annual edition of this standard work. In his consideration of the Federal excess profits tax on corporations the author explains the law involved in answering each question presented, shows the effect of all court decisions and Treasury rulings up to January 15, 1921, and also gives

a full description of the accounting procedure which must be pursued. In addition to this, Mr. Montgomery offers in his book personal counsel based on years of study and experience with all kinds of returns. He is widely recognized as a high authority on matters of taxation, and his manuals have been consulted assiduously by business men for guidance as to the income tax ever since their publication began. This is the second volume of a series of three books, the first having only lately appeared, while the third will soon follow.

The Women of the South in War Times. Compiled by Matthew Page Andrews. Baltimore: The Norman-Remington Company. 1920.

In the multitude of stories about incidents in the South during the Civil War, which

Mr. Andrews has incorporated into this volume, may be realized the spirit of determination, self-sacrifice and devotion which distinguished Southern women in the days of 1861-65. Personal narratives are frequent, many of them shedding luminous rays upon the lives and manners, as well as upon the natures, of men whose names are now prominent in history. Throughout the book there crops up again and again stern evidence against the words and deeds of extremists on both sides of the great question which constituted the keynote of four years' conflict, and showing how these intemperate ones were among those most responsible for the war. The effect upon the thoughtful reader is to create a feeling that it all might have been averted and the desired reform secured without bloodshed if there had been

(Continued on page 141.)

## A New Facility. The ENGINEERING BUSINESS EXCHANGE

provides a confidential meeting place for the OWNER of Engineering or Manufacturing property who wishes to sell all or part of his business, and the prospective BUYER who is looking for a sane investment. It provides also technical assistance which will remove the element of chance.

If you would buy, we'll find what, you want OR, if you would sell, we'll bring you a buyer.

Southeastern Branch Conducted by  
**M. O. LEIGHTON & CO.**  
*Engineers and Representatives*

700 Tenth St. Washington, D. C.

Main Office, 30 Church St., N. Y. C.

## THE FIRST NATIONAL BANK OF BIRMINGHAM, ALA.

### Statement February 21, 1921

#### RESOURCES

Loans and discounts.....	\$19,151,206.65
Overdrafts.....	1,869.97
U. S. bonds (par).....	1,500,000.00
U. S. treasury certificates.....	962,000.00
Liberty Loan bonds.....	784,105.80
State of Alabama bonds.....	72,000.00
Stock in Federal Reserve Bank.....	90,000.00
Other stocks and bonds.....	1,142,548.32
Banking house.....	250,000.00
Other real estate.....	6,850.60
Customers' liability account letters of credit.....	257,363.90
Interest earned, not collected.....	54,780.48
<i>Cash.</i>	
In vault.....	\$ 829,245.18
With banks.....	4,678,473.15
With U. S. Treasury.....	70,000.00
With Federal Reserve Bank.....	2,403,956.55
	7,981,675.18
	\$32,252,400.90

#### LIABILITIES

Capital stock.....	\$ 1,500,000.00
Surplus and profits.....	2,063,235.85
Reserved for taxes.....	87,291.57
Reserved for interest.....	35,000.00
Circulation.....	1,318,200.00
Customers' letters of credit.....	257,363.90
Interest collected not earned.....	136,297.41
<i>Deposits.</i>	
Individual.....	\$24,174,903.36
Bank.....	2,457,144.90
U. S. ....	92,963.91
Federal Reserve Bank, Atlanta, Fiscal Agent.....	100,000.00
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Fire and Water Engineering  
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Furniture Journal  
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Gas Age  
Gas Record  
Grand Rapids Furniture Record  
Haberdasher  
Hardware Age  
Heating and Ventilating Magazine  
Hide and Leather

Hospital Management  
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Illustrated Milliner  
Implement and Tractor Age  
Implement and Tractor Trade Journal  
Industrial Arts Magazine  
Inland Printer  
Iron Age  
Iron Trade Review

Lumber  
Lumber Trade Journal  
Lumber World Review

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Marine Engineering  
Marine Review  
Millinery Trade Review  
Mill Supplies  
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Modern Hospital  
Motor Age  
Motorcycle and Bicycle Illustrated  
Motor Truck  
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National Builder  
National Druggist  
National Petroleum News  
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Northwest Commercial Bulletin  
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(Continued from page 138.)

in their hearts that disposition which St. Paul describes thus: "Charity envieth not; charity vaunteth not itself, is not puffed up." How much of self-advertising there was in the words and deeds of the reformers and politicians of that period readers may estimate for themselves. There are wit, humor, joy and sadness mingled upon the pages of Mr. Andrews' compilation, which none can peruse without admiration for the sterling American qualities of not only the women, but of the men of the South, not to mention the steadfastness of very many negroes, whose unflinching allegiance to their trusts deserved and received high praise. If there be a lesson to learn from the book, it is one of charity and forbearance, which should be cultivated especially in trying seasons, when zeal, either for or against a cause, may lead us on to actions which our minds in calmer hours would earnestly condemn.

## Financial News

### New Financial Corporations.

Ark., El Dorado.—El Dorado National Bank, capital \$50,000, will organize with Edwin C. Cox.

Fla., Miami.—First Mortgage & Bond Co., capital \$200,000, organized with J. R. Tatum, Pres.; J. W. Lydick, V. P.; H. R. Pridgen, Secy.-Treas.

Fla., Tampa.—Equitable Leasing Corp., capital \$25,000, organized with T. A. Green, Pres.; C. C. Green, V. P.; Secy.; A. J. Simms, Genl. Mgr. and Treas.

Ga., Lawrenceville.—First National Bank, capital \$50,000 and surplus \$5000, organized with C. R. Ware, Pres.; Hobson Young, Cashr. (Supersedes recent item.)

Ga., Montezuma.—Citizens National Bank, capital \$100,000, organized with W. M. Lewis, Pres.; C. L. DeVaughan, V. P.; T. A. Dixon, Cashr. (Supersedes recent item.)

La., Denham Springs.—Livingston Bank & Trust Co., consolidation of Bank of Denham Springs and Livingston Parish Bank, capital \$50,000.

Md., Baltimore.—Broadway Perpetual Building and Loan Assn., 215 Courtland St., capital \$25,000, inceptd. with Jos. Hettelman, Rose Hettelman, Fannie Hettelman.

Md., Baltimore.—Dunbar Building and Loan Assn., 505 N. Caroline St., capital \$20,000, inceptd. by Edmund B. Taylor, John W. Jones, Joshua Northern.

Md., Baltimore.—Square Deal Building and Loan Assn., 341 Equitable Bldg., capital \$50,000, inceptd. with Hyman Americk, Morris Americk, Wm. Abrams.

Md., Baltimore.—Pilot Building & Loan Assn. of Baltimore City, 139 W. Baltimore St., capital \$300,000, inceptd. with Anton H. Carstens, Wm. Berlin, Geo. W. Pancoast.

Md., Baltimore.—Owl Building and Loan Assn., 10 E. Lexington St., capital \$2,000, inceptd. by Charles A. Lutz, Edwin H. Brandt, Adolph E. Schuch.

Md., Cumberland.—Liberty Investment Co., 165 Baltimore St., capital \$50,000, inceptd. with John L. Punderson, Archibald A. Somerville, Edward J. Cross.

Miss., Carthage.—Carthage Bank, capital \$50,000, organized with J. L. McMillin, Pres.; N. F. Wallace, V. P.; L. C. Barnes, Cashr.

Mo., St. Louis.—Republic National Bank, capital \$1,000,000 and surplus \$200,000, organized with Melvin E. Patterson, Pres.; Francis O'Neill, V. P. (Supersedes recent item.)

Okla., Cherokee.—Bank of Cherokee, capital \$50,000, inceptd. with J. G. Beaty, F. M. Overstreet, J. W. Constant.

Okla., Kingfisher.—Standard Investment Co., capital \$5000, inceptd. with E. C. Newer, J. E. Mitchell, J. N. Bentley.

Okla., Loyal.—Farmers & Merchants Bank, capital \$10,000, inceptd. with E. A. Young, F. I. Young, Loyal; G. I. Matthews, Enid, Okla.

Okla., Moore.—Bank of Moore, capital \$10,000, inceptd. by J. H. and E. W. Smith, both Moore, A. McBride, Oklahoma City, Okla.

Okla., Nuyaka.—First State Bank, capital \$25,000, inceptd. with H. H. Moore, F. M. Tarpley, J. A. Frater.

Okla., Watonga.—Blaine County Bank, capital \$20,000, inceptd. with Abe Chapin, M. C. Kelley; both Watonga; E. L. Griffin, Los Angeles, Cal.

Tenn., Jacksboro.—Campbell County Bank & Trust Co., capital \$25,000, inceptd. by R. L. Hallaher, G. E. Moore, J. C. Weaver.

Tex., Dallas.—Reserve Loan & Investment Co., capital \$25,000, inceptd. with T. H. Campbell, E. L. Kendall, J. L. McNeese.

Tex., Houston.—Houston Building and Loan Assn., capital \$5,000,000, inceptd. with W. A. McElroy, I. B. McFarland, A. D. Dyess.

Tex., Jefferson.—B. E. Rogers and others have organized bank.

Tex., Penelope.—Penelope State Bank, capital \$25,000, organized with W. W. Woodson, Pres.; Waco, Tex.; Geo. E. Neese, V. P.; H. J. Baker, Cashr.; both Penelope, Tex. (Supersedes recent item.)

Tex., Vernon.—Creath-Nicholson Investment Co., capital \$50,000, inceptd. with H. D. Creath, A. C. Nicholson, M. L. Creath.

Va., Norfolk.—National Bank of Commerce, consolidation of Marine Bank and National Bank of Commerce, capital \$1,200,000, surplus and undivided profits \$1,500,000.

Va., Norfolk.—Brambleton State Bank, capital \$100,000, organized with F. G. Bluhm, Pres.; E. C. Tatum, V. P.; Fred C. Abbott, Secy.; O. S. Hart, Cashr.

Va., Roanoke.—Guarantee Trust and Savings Bank, capital \$1,000,000, organized with Wm. Paxton, Pres.; R. M. Garrett, Jr., V. P.; J. B. Botts, Secy.-Treas.

Va., Bristol.—Commonwealth State Bank, capital \$25,000 to \$50,000, will organize with J. W. Holt.

W. Va., Charleston.—Finance Corp., capital \$50,000, inceptd. by William Lohmeyer, J. B. Madison, E. A. Reid.

### New Securities.

Ala., Birmingham.—Road.—Will receive bids until Meh. 8 on \$80,000 of 5 per cent semi-annual road bonds, dated Apr. 1, 1920, and maturing Apr. 1, 1929; D. C. Ball, Pres. Jefferson County Board of Revenues.

Ala., Birmingham.—Improvement.—Will receive bids until Meh. 15 on \$58,500 of 7 per cent semi-annual \$500 denomination 10-year bonds, dated Meh. 10; H. S. Ryall, City Clk.

D. C., Washington.—Sewer and Water.—Will receive bids until Meh. 9 on \$75,000 Washington Suburban Sanitary Dist. bonds; Series C, 5 per cent, semi-annual, \$1000 denomination, 50-year bonds, dated Jan. 1, 1921; Wm. T. S. Curtis, Commr. Washington Suburban Sanitary Commn., 1120 New York Ave.

Fla., Clearwater.—Road.—Will vote in spring on \$1,000,000 road bonds. Address Pinellas County Commrs.

Fla., Dade City.—Road.—Sold \$750,000 road bonds. Address Pasco County Commrs. (Lately noted inviting bids.)

Fla., De Land.—School.—Will issue \$20,000 of Volusia County Special Tax School Dist. No. 7; \$500 denomination. Address Volusia County Board of Instruction.

Fla., Jacksonville.—Docks, Sewer, Water and Paving.—Voted \$2,000,000 bonds, consisting of two issues, one a positive of \$1,200,000 and other tentative issue for \$800,000, divided as follows: First, \$1,200,000; municipal docks, \$600,000; sewer, \$400,000; water, \$100,000, and paving, \$100,000; second, \$800,000; municipal docks, \$400,000; sewer, \$150,000; water, \$100,000, and paving, \$150,000; John S. Bond, Chmn. City Comm. (Lately noted to vote.)

Fla., Ocala.—Will receive bids until May 3 on \$120,000 of 5 per cent semi-annual \$1000 denomination bonds, 140 maturing 40 yrs. from date, 300 maturing 10 yrs. from date and 220 maturing 50 yrs. from date; T. D. Lancaster, Jr., Clk., Marion County Commr.

Fla., Perry.—Street.—Sold \$25,000 of 5 per cent 30-year street bonds to Hutton Engineering & Construction Co., Savannah, Ga.; Anlay McAulay, City Clk. (Lately noted inviting bids.)

Fla., Safety Harbor.—Road.—Will vote on \$25,000 bonds. Address Town Commrs.

Fla., Tampa.—Road.—Will receive bids until Apr. 1 on \$170,000 Hillsborough County Special Road and Bridge Dist. No. 5 road bonds; 5 per cent semi-annual \$1000 denomination bonds, dated July 1, 1920; W. R. Watkins, Clk., Hillsborough County Commr.

Fla., Vero.—School.—May vote on \$50,000 school bonds. Address The Mayor.

Ga., Athens.—School.—May vote on \$200,000 school bonds. Address The Mayor.

Ga., Brunswick.—Refunding.—Sold \$62,000 of 5 per cent semi-annual \$1000 denomination 30-year refunding bonds, dated Jan. 1, 1921, to Harris, Forbes & Co., Atlanta, Ga. Address The Mayor. (Lately noted inviting bids.)

Ga., Camilla.—Street.—Will vote on \$65,000 street bonds. Address The Mayor.

Ga., College Park.—School.—Will vote latter part of Meh. on \$50,000 school bonds; W. W. Bateman, Mayor.

Ga., Columbus.—Bridge.—Voted \$180,000 of 5 per cent semi-annual \$1000 denomination 29-year bonds. Address The Mayor. (Lately noted to vote.)

Ga., Hartwell.—School.—Sold \$40,000 of 6 per cent 19½ year \$1000 denomination bonds, dated Meh. 1, 1921, to J. H. Hilsman & Co., Atlanta, Ga., at 96.35.

Ga., Leesburg.—School.—Invites new bids on \$125,000 of 5 per cent bonds, including \$65,000 Leesburg School Dist. and \$60,000 Smithville School Dist. semi-annual \$1000 denomination 26 and 29 year bonds; S. J. Powell, County Supt., Lee County Board of Education. (Lately noted inviting bids.)

Ky., Pineville.—Street.—Sold \$7113 street bonds to Davis & Graham at par and accrued interest. Address Mayor Wilson.

La., Springfield.—Road.—Will sell \$250,000 road bonds. Address Livingston Parish Police Jury.

Miss., Bonita.—School.—Acme Building Supply Co., Meridian, Miss., is offering \$15,000 of 6 per cent \$100 denomination Bonita School Dist. bonds, dated July 1, 1920.

Miss., Moorehead.—School.—Voted \$50,000 school bonds. Address Board of Education.

Miss., Tunica.—Drainage.—Sold \$125,000 of 6 per cent semi-annual \$1000 denomination bonds, Indian Creek Drainage Dist., dated Jan. 1, 1921, to National Bank of Commerce of St. Louis, Mo.

Mo., Independence.—Sewer.—Will vote on \$150,000 sewer bonds; Wm. McCoy, Mayor.

Mo., Stockton.—Road.—Will sell \$7000 of 6